



NINETEENTH YEAR, No. 2.

MILWAUKEE, FEBRUARY, 1894.

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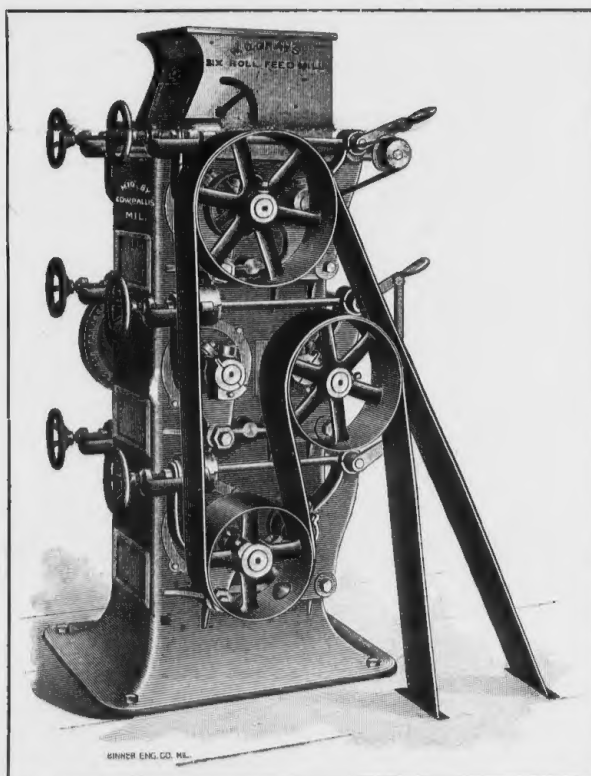
For capacity, quality of work, strength, durability, convenience and all other desirable qualities going to make up the perfect feed mill, it is without an equal.

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To the Edward P. Allis Company,
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Dear Sirs: I have the new style N six roller mill at work, and I just want to say that it comes the nearest to a perfect mill for grinding meal and feed of anything I ever saw. The gears are the quietest running of any I ever saw. In fact they do not make any noise at all. I am more than satisfied.

Yours truly,

T. O. KILBURN.

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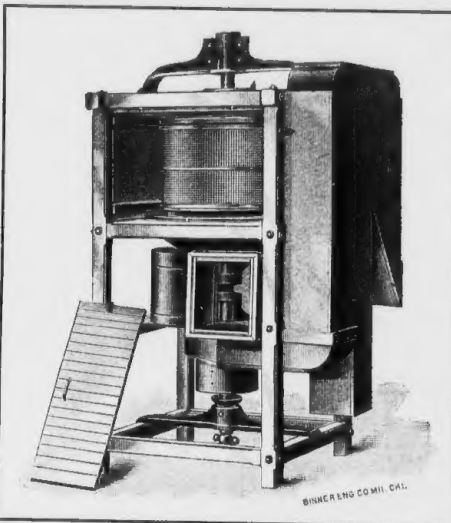
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It is built of the best steel, iron and wood that can be procured, and in the strongest manner possible. All parts can be easily and

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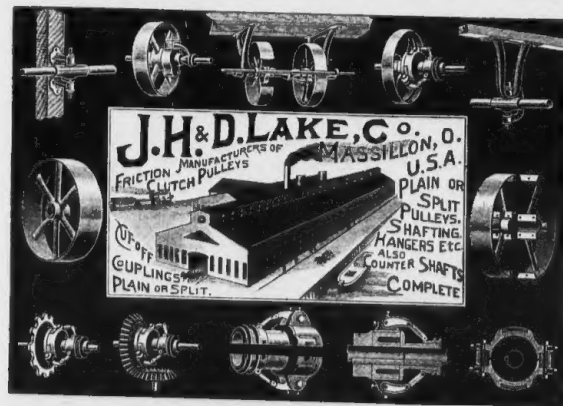
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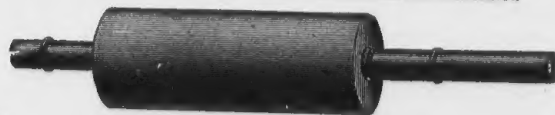
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"OFFICIAL CLASSIFICATION No. 12."

Its Timely Demise.

IN our last issue, we called attention to the action of the transportation companies, composing the Central Traffic Association, in attempting to spring upon the public a new, uniform freight classification, coupled to the obnoxious form of bill of lading, which they tried to put in use four years ago. This matter has aroused a great deal of indignation among shippers all over the United States, and several of the prominent Boards of Trade took prompt and decisive action, to prevent the attempted imposition. At the instigation of the Chicago Freight Bureau, the Chicago Board of Trade, the latter part of January, formally refused to accept and use this new classification. The Freight Bureau was instructed to at once take the matter in hand, and prepare and present to the Interstate Commerce Commission, a strong complaint, asking for a ruling, which should compel the Railroads to desist from their purpose, and to tender to shippers a legal receipt for their goods. The result of this protest by the Chicago Board of Trade, proved very satisfactory to the members, for the reason that some of the Lines, with head-quarters in Chicago, announced that they should not comply with the instructions of the Association, in regard to the adoption of the uniform bill of lading. The Grand Trunk Railway, through Traffic Manager Reeve, came out boldly, and asserted that they did not believe the Railroads had any right to impose the conditions stated in the bill, and that their Line would not ask its patrons to accept any such terms of contract. This break in the ranks of the Railroads effectively stopped further proceedings, and it was subsequently announced by the chairman of the Traffic Association, that Lines which did not desire to adopt the proposed form, would be "excused." The Chicago Freight Bureau, regardless of the action of the Railroads in receding from their position, will submit the matter to the Interstate

Commerce Commission, and an effort will be made to secure legislation, which shall effectively put a stop to future attempts on the part of Railroads to thus infringe upon the rights of shippers, and evade their duty as common carriers. The Chamber of Commerce, of Cincinnati, on Feb. 1st, held a meeting for the purpose of taking action upon this same subject, and the following resolutions were unanimously adopted:

"WHEREAS, Public attention is invited by carriers to certain rules and conditions promulgated in a document known as "Official Classification No. 12," which purports to fix restrictions under which transportation service will be rendered throughout that territory, embraced within a line drawn from the mouth of the Chesapeake Bay, north to the Canadian line, thence west along the Canadian frontier, and the south shore of the Great Lakes to Chicago, thence due south to the mouth of the Ohio, thence due east to point of departure.

WHEREAS, The schedule of rates referred to in Classification No. 12, is the regular standard tariff which applied to shipments made prior to Jan. 1st, 1894, and the alleged reduction is only a pretense.

Resolved, That the Merchants and Shippers of Cincinnati, as represented by the Cincinnati Freight Bureau, hereby protest against, and disclaim any consent to, or acquiescence in the alleged mutual agreement set forth in said publication as a part of the so-called uniform bill of lading, and annual releases, and assert that special contracts, to be binding upon shippers, must have the free and specific approval of the individual parties thereto, and that any effort, by publication of onerous exactions to enforce or imply such consent, is in the nature of duress and invalidates said conditions.

Resolved, That in the publication of Official Classification No. 12, there is manifested, by organized carriers, a deplorable indifference to the rights of shippers, and a determination to restrict those rights by indirect methods which are characterized by a lack of candor and palpable hostility to public welfare.

Resolved, That the Executive Committee and Officers of the Cincinnati Freight Bureau are urged and instructed to adopt all fair and lawful methods to prevent encroachment upon the generally recognized and lawfully established right of every shipper to command diligent service, and full responsibility for safe delivery of all property entrusted to carriers for transportation.

Resolved, That in carrying out this instruction, the Committee and Officers aforesaid are authorized to act singly, or in concert with other

commercial bodies, in appealing to the Interstate Commerce Commission, to courts, or to Congress.

Resolved, That this effort, by organized carriers, to diminish the value of their services to the public without equivalent or valuable consideration, is indicative of an unjust spirit of encroachment upon private rights which gravely menaces public service, and raises serious doubts as to the propriety of any concessions by Congress which may have the effect of directly or indirectly increasing the scope and power of Associated carriers, and we therefore protest against repeal of any restrictive provisions of the Interstate Commerce Law.

Resolved, That a copy of this action be certified to the Chairman of the Interstate Commerce Commission, to the Chairman of the Committee on Interstate Commerce, in both the Senate and House of Representatives, and to the President of each Railway terminating in Cincinnati, whose lines lie within the territory above described, and also to corresponding organizations in principal cities."

The Cincinnati Freight Bureau took prompt action, under these instructions, and have filed a Bill of complaint with the Interstate Commerce Commission, which is so explicit and complete in its statement of the case, that we print the same herewith:

UNITED STATES OF AMERICA INTERSTATE COMMERCE COMMISSION: The Cincinnati Freight Bureau of the Cincinnati Chamber of Commerce, against the Baltimore and Ohio Southwestern Railway Company, the Baltimore and Ohio Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Pennsylvania Railroad Company, the Cleveland, Cincinnati, Chicago and St. Louis Railway Company, the Lake Shore and Michigan Southern Railway, Company the Cincinnati, Hamilton and Dayton Railway Company.

The petition of the above named complainant respectfully shows:

I. That the complainant is a mercantile society, established and maintained in Cincinnati, in the State of Ohio, by the merchants and manufacturers, and by the Cincinnati Chamber of Commerce (which is a corporation under the laws of Ohio), for the purpose of giving "railroads and transportation companies such information regarding the various lines of goods it represents, as shall insure their proper classification; to secure freight rates that shall not discriminate against Cincinnati, and for other and kindred purposes.

II. That the defendants above named are common carriers and under a common control, management or arrangement for continuous carriage or shipment, are engaged in the transportation of passengers and property, in some

cases wholly by railroads and in other cases partly by railroad and partly by water, in the territory east of the Mississippi River, north of the Ohio River, extending to the Atlantic seaboard, and as such common carriers are subject to the act of regular commerce between the states.

III. That the constituent members of the complainant association are merchants and manufacturers engaged in the production, purchase, sale, shipping and receiving the commodities in great variety, which are generally enumerated in connection with freight tariff of the defendants in a classification known as "official classification No. 12."

Restrictions Unreasonable and Unjust.

IV. Complainants aver that said classification No. 12, is printed, posted and filed with the interstate commerce commission, by each of the defendants above named, as constituting the classification rules, restrictions and conditions which, in connection with certain published schedules of rates, constitute the tariffs of rates which govern the service of said defendants to the public, and which are by section 6 of the act to regulate commerce (as amended March 2, 1889), required to be printed and posted and filed with the interstate commerce commission; that by reason of said printing, posting and filing of said tariffs and classification it is sought to impose upon the merchants and manufacturers, who constitute the complainant society rules, restrictions and charges for transportation of property, which are in themselves unjust and unreasonable, and in violation of section 1 of the act to regulate commerce, which commands that "all charges for any service rendered, or to be rendered, in the transportation of passengers or property as aforesaid, or in connection therewith, for the receiving, delivering, storage or handling of such property, shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared unlawful."

V. In support of the charges in this complaint, the complainant submits and makes part of this complaint a printed copy of official classification No. 12, adopted by the joint committee to take effect Jan. 1, 1894, superseding classification No. 11, issued by the authority of the joint committee, signed George R. Blanchard, vice chairman; J. F. Goddard, chairman. Herewith, exhibit A. which is the classification referred to in section 4 of this complaint.

Act to Regulate Commerce Violated.

Complainants allege that the expressions, notices, rules, conditions, releases and form of the bill of lading constitute a violation of the act to regulate commerce, in that it is undertaken by their publication, printing, posting and filing, as aforesaid, to commit owners of property to an implied consent and acquiescence to charges, rules, restrictions, condition and penal-

ties which are unreasonable, unjust and oppressive, and without sanction of any established public custom or rule of common law, to-wit:

1. In declaring that "property not shipped subject to uniform bill of lading conditions will be charged one class higher than as herein provided and cost of marine insurance. [See rule 1.]"

2. In declaring in rule 1, that "unless otherwise provided, * * * property will be carried at the reduced rates specified herein, subject to the conditions of the uniform bill of lading. If shipper elects not to accept said reduced class and rates and conditions, he should so notify the agent of the receiving carrier at the time property is offered for shipment."

3. In declaring that "in case of such notice and nonacceptance of conditions, property will be taken at carrier's liability," and that "property thus carried will be charged one class higher and the cost of marine insurance will be added over any portion of the route that may be by water."

4. The forms of release, which, under this publication shippers are required to sign, embody restrictions of so drastic a nature as to involve surrender of common law rights, and the penalties denounced against the shipper who fails, or refuses to sign, such releases are irregular, excessive and ruinous.

5. The conditions and rules of the bill of lading as prescribed, if literally interpreted, divest the carrier of all responsibility for the loss or damage, from various specified causes, including negligence and "fire from any cause or whatsoever occurring."

6. The class rates quoted in classification No. 12 are not "reduced rates" as the language used in rule 1 would imply, but are, with a few unimportant exceptions, the same class rates which were published and in effect prior to Jan. 1, 1894, at which date the new rules and conditions set forth in exhibit B are declared to have become effective.

An Objectionable Feature Removed.

VI. Complainants submit and make part of this complaint (exhibit C) "classification No. 12, supplement No. 2, to take effect Feb. 1, 1894," which is a republication of the bill of lading with the proviso (in note 1) that the words "not negotiable" may be omitted by any carrier that may so elect.

Complainants aver that this supplement to classification No. 12 has the effect of relieving the original publication of a seriously objectionable feature, but that all the other unjust and unreasonable features herein complained of remain unchanged and are by complainants averred to be unlawful.

1. Because in said instruments are embodied upon the part of the defendant carriers' declarations of exemption, which are without support in common or statutory law, or by any consent, except under duress, of shippers.

2. Because said defendant carriers have by their publication of a so-called uniform bill of lading, in connection with their official classification No. 12, undertaken to compel shippers to surrender their rights at common law or to submit to arbitrary, excessive and irregular additions to the ordinary rates of freight, which additional freight rates, are, as complainant believes and so charges, unjust and unreasonable.

3. Because the stipulations in said uniform bill of lading and official classification No. 12, which required the surrender of legal rights as a condition precedent to the enjoyment of the ordinary pub-

lished rates of freight, are unjust and unreasonable stipulations and the imposition of an additional, irregular and excessive tax as a penalty for refusal to surrender lawful rights is an unjust and unreasonable imposition.

VII. Complainants believe, and so aver, that under the law every person is entitled to the service of every common carrier subject to the act to regulate commerce, under responsibilities and restrictions, limited only as provided by common law, and by the law of the United States and of the several states, and subject to charges just and reasonable in themselves.

Commissioners Have Power in the Premises.

VIII. The complainants aver that the act to regulate commerce confers upon the commission the right to prescribe the form in which tariff and classifications shall be printed and posted.

Complainants aver that the right to prescribe the form embraces the right to exclude from said publications all declarations, rules, conditions or threats of penalty which undertake to contravene, supersede or modify the laws which govern the relations of carriers to the public.

Wherefore, petitioner prays that defendant carriers may be required to answer the charges herein and after due hearing and investigation an order be made commanding the defendants, and each of them, to desist from such violations of the act of regular commerce and that defendants be required to furnish all shippers a uniform bill of lading in which the common law liability only of such carriers shall be expressed, subject to charges that must be just and reasonable in themselves and for such other and further order as the commission may deem necessary in the premises.

The Milwaukee Chamber of Commerce held a special meeting on Feb. 3d, for the purpose of taking action in regard to this matter, and the following resolutions were unanimously adopted:

WHEREAS, The railroads and transportation companies doing the carrying traffic between the East and West, through J. F. Goddard, chairman, and G. R. Blanchard, vice-chairman, published and promulgated on January 1st, 1894, Official Classification No. 12; and

WHEREAS, The said Official Classification No. 12 contains rules, special instructions and conditions which if carried out will be seriously detrimental to the rights of shippers in that it requires shippers to sign away their common law rights or suffer the penalty of paying a much higher rate of freight for the transportation of their goods; be it

Resolved, That we recommend the Board of Directors of the Chamber of Commerce to take immediate action on this menace to commercial interests, and to employ counsel if deemed necessary, to resist, with all forces at its command, any attempt on the part of the carriers to put in force Official Classification No. 12 and the so-called uniform bill of lading and release of common law liability in connection therewith.

Resolved, That the whole proceedings of the carriers in publishing and promulgating this classification, bill of lading and release from common law liability, is unwarranted and dishonorable.

Resolved, That this Chamber of Commerce co-operate with other commercial bodies in their efforts to defeat the carriers in putting into effect these insidious measures.

Resolved, That the legislature of this state should enact a law sim-

ilar to that of the state of Illinois' prohibiting any or all carriers from obviating or seeking to obviate their common law liabilities as such common carriers by special contract release or otherwise.

Resolved, That the Board of Directors transmit copies of these resolutions to the Chairman of the Senate Committee on Inter-State Commerce and the Inter-State Commerce Commission at Washington, with the urgent request to speedily secure an amendment to the Inter-State Commerce act which shall make it unlawful for any carriers to put in operation any form of contract seeking to limit or evade their common law liability.

Other commercial organizations will, undoubtedly, follow in the same path, and if the Inter-State Commerce Commission is not pretty thoroughly convinced that the Railroads forming this Traffic Association, are over-stepping their rights, and attempting to evade and violate the laws of the country, applying to common carriers, we shall be very much surprised. The proposed uniform classification and bill of lading, is the result of the aggressive and masterful character of two or three men, who have been employed to manage this Railway organization; these men have always been deaf to the appeals of shippers, and have seemed to feel that their mission was to impose every possible hardship upon shippers, for the profit of the carrier. There will be a lesson taught them before they get through with this last proceeding.

Shippers should all unite in refusing to accept this illegal receipt for their goods, and should demand a simple form of shipping receipt, which shall not contain any release of obligation on the part of the carrier to perform its duty, as laid down by the common law, and the statutes of the several states. This bill should have its neck thoroughly wrung.

A MINNEAPOLIS MILL FAILURE.

The Northern Mill Co., of Minneapolis, connected with The Gull River Lumber Co., made an assignment on Feb. 14th to The Northern Trust Co.

The failure is said to have been the result of a complication of matters in reference to certain large contracts the assigned company had with the Gull River Company, and extensive operations in the northern part of the State, which had not yet been brought to a fortunate conclusion when the hard times of last summer came.

The aggregate of liabilities are several hundred thousand dollars, and the assets are believed to be about equal to the liabilities, but detailed schedules are not yet made up.

The Northern Mill Company built a line of railroad known as the Brainerd and Northern Minnesota, of which R. W. Jones,

Secretary of the Company, was general manager, which runs from Brainerd, North, to Leech Lake, and also had just completed an extensive manufacturing plant at Brainerd. Stagnation in business and the maturing of large sums of indebtedness, made it hard sledding during all the latter part of the season, and their pay rolls both at Brainerd and Minneapolis, were paid in time paper which has since matured in large amounts. This will also be paid without loss, and it is said for Mr. Jones that his personal assets will pay dollar for dollar.

The Gull River company have assumed business at Brainerd and the contracts which the Northern Mill Company had with them, so that there will not be any cessation in business, either there or at Minneapolis, as the assigned company was operating both their mills on the Gull River contracts.

WHAT WHEAT CONTENTS WITH.

The commercial column of the New York Evening Post, makes the following comment about wheat: It would seem that present low prices of wheat are the results largely, if not mainly, of a wrong basis of calculation of the world's crop production and requirements. The United States crops have been greatly underestimated (some authorities say 200,000,000 bushels within the past three years). Other countries have produced larger crops than figured. Argentina, notably, has developed surprising resources. On the Russian ukase, England and the continent vied with each other in their mad rush to gather supplies and bought freely at extreme prices, and, as proved later, overloaded themselves.

It is acknowledged by the best English authorities (Beerbohm and Dornbusch and others) that it was the shipments from Argentina of an additional 30,000,000 bushels, wholly unexpected, and for which they were totally unprepared, that undermined values and, later, caused such disastrous losses, as evidenced by the suspensions and failures in the grain trade in Europe during the two subsequent years. It is the culmination of such fundamental errors as these, more probably, that has brought the price of wheat 10 per cent below the value it otherwise might have obtained. That this culmination has been reached, is the more reason for stability and a gradual recuperation in business and in values. But with enormous available supplies at home and abroad, and the invisible reserves (in farmers' hands) an unknown quantity, values yet have much to contend with.

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Associations.

THE Keystone Millers' Association will hold its regular meeting on March 3d, at Williamsport, Pa.

THE Nebraska State Miller's Association concluded a two day's Annual Session at Lincoln, January 18th, with a fair attendance. Most of the business transacted was of a purely local character. For social features the meeting was a memorable one. When the Kansas City Millers' Convention was brought to the attention of the Convention, every member present expressed himself in favor of the movement and all declared their intention of attending.

All the officers of the Association were re-elected.

The official staff is as follows: E. S. Johnson, Milford, President; D. H. Harris, Bennet, Secretary and Treasurer. Executive Committee: O. A. Cooper, Humboldt; A. Jarggie, Columbus; C. C. White, Crete. National Representative, C. C. White, Crete.

SOUTHWESTERN MILLERS' ASSOCIATION.

THE Kansas City meeting on January 23d, of Millers from Kansas, Missouri, Texas and the southwest, proved an interesting and quite successful one. There were about one-hundred present, and a good, strong organization was formed, to be known as "The Southwestern Winter Wheat Millers' Association." The club rooms of the Kansas City Commercial Club were occupied for the convention, and the local business men gave the visitors a warm welcome. The meeting was called to order at 10 o'clock A. M., when President James of the Commercial Club gave an address of welcome. He was followed by President E. H. Allen of the Commercial Exchange. President E. A. Colburn of the Kansas State Millers' Association, who acted as chairman, responded to these

addresses and he was followed by President Wm. Pollock of the North Missouri Millers' Association, and Mr. C. A. Young, of the Zenith Milling Co., of Kansas City. The first order of business was a paper by Mr. R. M. Davis, of St. Joseph, Mo., on the subject of "Organization" which created considerable favorable comment and the ideas expressed met with general approval.

Working committees on "Permanent Organization," "Trade Relations" and "Resolutions" were then appointed, after which recess was taken until 1.30 P. M.

Immediately upon the opening of the afternoon session the committee on Trade Relations presented a report, as follows:

Whereas, Certain burdensome restrictions are now imposed on the products of this country by our sister republic of Mexico; this committee recommend that a memorial be prepared and submitted to Congress, setting forth the facts as related to the milling industries and praying for such a reciprocal arrangement as shall obviate the existing onerous conditions and promote a larger market for the agricultural and milling products of this country; also that in the revision and rearrangement of the tariff laws generally, due regard be had for the milling interest of this country as against foreign competition. Your committee also recommend legislation regarding continuous bills of lading to foreign countries, by which the initial carrier may be held responsible to the shipper or the final carrier to the receiver. Your committee also recommends some action looking toward a remedy of the existing discrimination in rates between wheat and wheat products, and further, that the same privileges of stop-over and milling in transit may be granted the millers as the elevators and grain men now enjoy, which was unanimously adopted.

The Committee on Permanent Organization then presented a report, embracing the scheme for a permanent association, recommending that the following officers be elected:

President, C. B. Hoffman, Enterprise, Kan.; vice-presidents, William Pollock, Mexico, Mo.; E. A. Colburn, McPherson, Kan.; F. S. Johnson, Mil-

ford, Neb.; C. G. Jones, Oklahoma City, O. T.; E. A. Consigny, Avoca, Ia.; secretary, Augustine Gallagher, Kansas City, Mo.; executive committee, Alex. H. Smith, St. Louis; B. Warkentine, Newton, Kan.; Thomas Page, Topeka, Kan.; R. M. Davis, St. Joseph, Mo.; C. A. Young, Kansas City, Mo.; C. C. White, Crete, Neb.; D. Guthrie, Superior, Neb.; J. H. Wayland, Salisbury, Mo.; E. E. Dawson, Great Bend, Kan.; W. C. Sprague, Leavenworth, Kan.; W. H. Waggoner, Independence, Mo., and E. A. Colburn, McPherson, Kan. The report was adopted as received.

These officers were declared installed without form.

A. J. Vanlandingham, of the Kansas City Transportation Bureau, read a paper on "The Relation of Transportation Lines to the Milling Industry," which had some very good points. Fred M. Webber, of Lee's Summit, Mo., read a paper on "Insurance," and D. B. Kirk, of Kansas City, presented an address on "Uniform Grades of Flour."

Wednesday morning the Convention was called to order for the second day's session. General business was in order and numerous resolutions were introduced and acted upon. The subject of the proposed income tax was taken up and resulted in the adoption of a resolution, as follows:

Resolved, That this association is opposed to any congressional action discriminating between individuals and corporations as in the proposed income tax bill, as many corporations are made up of individuals of small means and, therefore, all should be taxed on a common basis.

The Convention then adjourned and a meeting of the Executive Committee was immediately held. In order to expedite the transaction of business the Executive Committee was subdivided into the following working committees:

Membership—Thomas Page, Topeka, Kan.; C. C. White, Crete, Neb.; J. H. Wayland, Salisbury, Mo.; E. A. Colburn, McPherson, Kan.; Alex. H. Smith, St. Louis, Mo.

Constitution and By-Laws—C. A. Young, Kansas City, Mo.; R. M. Davis, St. Joseph, Mo., and Augustine Gallagher, Kansas City, Mo.

Transportation—B. Warkentine, Newton, Kan.; R. M. Davis, St. Joseph, Mo., and C. A. Young, Kansas City, Mo.

Memorializing Congress and the President—C. B. Hoffman, Enterprise, Kan.; R. M. Davis, St. Joseph, Mo., and Augustine Gallagher, Kansas City, Mo.

SEND for a copy of The American Flour Mill and Grain Directory for 1892-3. Address, THE UNITED STATES MILLER, 68c Mitchell Bldg., Milwaukee, Wis.

MODESTY.

(AN EDITOR'S LAY.)

One deeply solemn thought
 Haunts me by night and day,
 Changing all joy to naught,
 Driving all bliss away;
 It is the thought of death
 That thus I ponder on;
 'Tis pity for the poor, poor world
 When I am dead and gone.

For I some time must go
 And leave the world forlorn—
 Since I must bring each woe,
 Why was I ever born?
 Dear human race, my grief
 Is not for me, but you;
 When I am dead and laid to rest,
 What will the poor world do?

Will this dark planet still,
 As now, go whizzing round
 Its path of good and ill
 When I am in the ground?
 And will the glorious sun
 Continue to appear,
 And will the stars come out each night,
 When I'm no longer here?

Then ask me not to smile!
 What comfort can I find.
 Tormented all the while
 By grief for all mankind?
 Oh, millions now unborn,
 My absence ye must rue,
 Without one spark of comfort, save
 To know I grieved for you.

(Adapted)

—W. C. E.

ELECTRIC LIGHT FOR FLOUR MILLS

One of the latest changes that has occurred in flour mills is the method of lighting them. Many mills of 75 to 100 barrels daily capacity have put in a plant for lighting by electricity and no large mill erected nowadays is erected without being equipped with an electric light plant. Two causes have led to this change, the great danger of dust explosions in flour mills where exposed lights are used and the demand for electric lights in all towns. The use of electric light reduces the fire risk, and in some cases the cost of insurance. In many places the miller can reduce his cost by supplying his neighbors with electric light.

WORLD'S WHEAT AND FLOUR SUPPLY.

Compiled for Europe by the *Liverpool Corn Trade News*, and for America by the *Daily Trade Bulletin*, Chicago, and the *Market Record*, Minneapolis.

The following table exhibits the approximate available supply of breadstuffs, in second hands, in the principal countries of Europe, with the quantities afloat for the United Kingdom and Continent on the dates named:

	AVAILABLE STOCKS IN EUROPE.	
	Feb. 1, 1894.	Feb. 1, 1893.
	bushels.	bushels.
Afloat for United Kingdom and Continent	8,800,000	9,100,000
Afloat for Continent	7,900,000	4,800,000
Afloat for orders	14,300,000	15,300,000
Total afloat	31,000,000	28,200,000
In store, United Kingdom	25,800,000	26,800,000
In store, France	19,500,000	7,300,000
In store, other countries	7,000,000	6,800,000
In store, Russia	21,500,000	16,000,000
Total European supplies	104,700,000	85,000,000

APPROXIMATE AVAILABLE STOCKS IN AMERICA.

The following table exhibits the approximate visible supply of flour and wheat in the United States and Canada:

	Feb. 1, 1894.	
	Feb. 1, 1893.	bushels.
Flour in Canada—equal	776,700	650,000
Flour in U. S.—east	8,500,000	8,000,000
Flour in U. S.—west	405,000	463,000
Wheat in Canada	6,380,500	7,009,000
Wheat in U. S.—east	101,400,000	122,785,000
Wheat in U. S.—west	10,718,000	9,557,500
Total	128,279,300	149,223,900

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News Notes.

THE Pioneer mills at Abilene, Tex., will be rebuilt.

THE flouring mill at Faith, Minn., is being rebuilt.

D. BOAZ, of Fort Worth, will build a flouring mill at Beaumont, Tex.

A NEW grain elevator is to be built at Corsicana, Tex., by Capt. James Garity.

A 50-BARREL flour mill is in process of construction at Hickory Grove, S. C.

JACOB STEINMUELLER has placed an electric light plant in his mill at Walkerton, Ont.

MCLEOD BROS., of Marietta, Kans., are just completing a 50,000-bushel elevator at that place.

WM. BOONE, of Seattle, Wash., has purchased the Henderson flouring mill at Le Sueur, Minn.

S. L. WALKER has purchased and will take possession of the flour mill at Polk, Pa., on April 1st.

ABOUT \$1,500 worth of new machinery is being put into the flouring mill at Welcome, Minn.

THE farmers' warehouse at Mabel, Minn., has been sold to Messrs. Johnson, Olson & Erickson.

THE elevator of the Corsicana (Texas), Roller Mill Co., which was recently burned, will be rebuilt.

THE mill formerly owned by H. Huchendorf, at Pine Mills, Iowa, will hereafter be operated by Mirrel & Bros.

AT Jefferson, Wis., the Jefferson Mill Co. has leased ground and will erect a warehouse in which to store feed, etc.

THE Delhi, Minn., roller mills have been leased to G. C. & Otto Becker, the new firm taking possession February 1st.

THE flouring mill at Minton, N.D. is again running and will do so pretty continuously now. So says Manager Montgomery.

THE farmers near Rushford, Minn., have perfected an organization at that point for the purpose of building an elevator and handling grain.

THE O'Neill Milling Co. has announced its intention of building a new mill on the site of the one de-

stroyed by fire at O'Neill, Neb., Jan. 11.

THE North Dakota Milling Association, at Grand Forks, is filling large orders for flour to Fort Assiniboine, Fort Buford and Fort Pembina.

D. M. STEEN, at Bois City, Idaho, will put in a new flour mill at an estimated cost of \$15,000. The mill is expected to be in operation in 60 days.

EDRIS & SON, millers of Eugene, Oreg., have met with another loss. Through the heavy January rains a large part of their dam was washed away.

The mill owned by the estate of the late Chas. Quigley, at Richmond, O., has been purchased by W. C. Quigley of that place. Consideration \$5,000.

THE machinery has arrived and will be placed in position at once for a flouring mill at Tule Lake, Ore., that place having subscribed a bonus of \$4,000.

THE Close Bros. elevator at Bigelow, Minn., has been bought by H. V. Miller, of Hull, Iowa, and will be entirely refitted, ready for this year's business.

B. F. CROFT has just completed an elevator at Albion, Ind., to supply his mill with grain. Other improvements are also contemplated in connection with the mill.

NEGOTIATIONS are pending at Morristown, Minn., whereby the mill at that place will pass into the hands of a syndicate, when it will be enlarged into a 400-bbl. mill.

THE Attica flour mill at Attica, N. Y., has been purchased by J. L. Keaselberg, of New York City, for \$60,000. The mill is finely equipped and of about 500 barrels capacity.

THE farmers of Highland Prairie, Minn., are contemplating the establishment of an elevator, either at Rushford or Peterson, and to that end have held several meetings.

SHOULD the efforts of the parties interested be successful in raising a bonus of \$2,000, Mr. Felt, of Iowa, will erect a 50 to 75-bbl. flouring mill at Wheatland, N. D., to cost \$8,000.

MR. C. R. MADISON, at Chatfield, Minn., is now prepared to manufacture patent, and the best grade of straight flour, having entirely remodeled and repaired the North Branch Roller Mills at that place.

THE flow from a new artesian well, at Northville, Minn., is claimed to be 1,900 gallons per minute. The water will be utilized for running a flouring mill, which is about completed.

ARTHUR, Ont., is in need of a flour mill. A custom mill of about 50 to 100 barrels' capacity would be highly appreciated by the residents of Arthur and the surrounding country.

H. C. SPENGLER will put an electric-light plant in his grist and saw mill at Chatham, N. Y. The plant will be sufficiently large to also furnish the town of Chatham with light.

AARON ROSE, the senior partner of the New Era Roller Mills, of Roseburg, Ore., has assumed the interest of J. C. Flook of that flourishing institution who retires from the milling business.

A MEETING of the farmers tributary to the town of Fountain, Minn., grain market is called for Saturday, Feb. 17, for the purpose of considering plans necessary to the building of a Farmers' Elevator at the same place.

A NEW 200-bbl. flour mill, to be designed according to the latest ideas in flour mill building, and it is said, to surpass anything yet undertaken for the manufacture of flour, is to be built at Chaska, Minn., this spring.

THE Marinette, Mich., Flour Mill Co., has adopted a new brand for their best flour. It is "Wiskota," a combination of the names of Wisconsin, Dakota and Minnesota. It takes the place of their former "Crown" brand.

THE contract was awarded for erecting at once a flour shed for the Minkota Milling Company at Superior, which will have a capacity of holding two or three months output of that mill. The mill's capacity is 500 barrels daily.

THE proprietor of the Clinton, (Mo.) Roller Mill, J. C. Middelcoff, will build a 600-bbl. mill in that city. The new mill will occupy a new site, and will be as fine as the mill builders can make it. It is expected to be in readiness for the new crop.

COLD weather, the latter part of January, caused a few days suspension in the work on the new boiler house of Willy & Co., at Appleton, Wis. A new boiler house, engine and boiler will take the place of

those recently wrecked by the explosion of their boiler.

THE farmers in the vicinity of Alden, Minn., have called a meeting to consider the question of building a co-operative flouring mill at Alden village. There is said to be considerable enthusiasm on the subject by the promoters of the movement.

JOYNER & ELKINGTON, at Qu'Appelle, Man., proprietors of the Valley Flour Mills at that place, have increased the capacity of their mills to 120 barrels by putting in a new steam plant at a cost of \$6,000. They also contemplate building an elevator.

THE flour and feed mill which is being built at Gladstone, Mich., will be completed in February. The company will do a general jobbing business in flour and feed and millstuffs throughout Northern Michigan. W. A. Narracong is to be the manager.

THE LaCledde Roller Mill Co., is the name of the new company that has replaced, on a larger capacity, the mill that was burned at Lebanon, Mo., early last year. They claim to have one of the most complete equipped and best arranged 100-bbl. mills in Missouri.

ATTEMPTS to destroy the mill of John Blackburn, at Peru, Ind., were recently made by unknown parties, by endeavoring to place two pounds of dynamite in the flues of the meter. The watchmen discovered the parties and severely shot two of them, but all escaped.

In some parts of the country a mill is appreciated as a business-making factor. The Paynesville Mill Co., at Paynesville, Minn., has been offered \$1,500 by the Great Northern Railroad to move their mill to Northtown on that line. The Soo road also offered to accommodate them with a side-track from their line.

THE McMillen Mill & Power Co. was incorporated Dec. 27, with a capital stock of \$100,000. The business of the company is to engage in the manufacture of flour and other products that can be manufactured from farm products, to deal in wheat and other grain, and to erect and maintain an electric light system and plant at Neeshonoc, Wis.

THE King Milling Company, of Emerson, Neb., has been incorporated with a capital of \$30,000. This

CHAS. D. COX, Manager.

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C. W. MEEKER, Ass't Manager.


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PAPER AND JUTE FLOUR SACKS.

company has bought the Emerson roller mills, of the Emerson Mill and Improvement Company, which has been in operation since August 1, 1893. Its capacity is 150 bbls. of flour, and two cars of feed per day, and has been running nearly to its full capacity.

DURING the last year the output of the North Dakota Milling Association was 450,000 barrels and the capacity of the mills was 750,000 bbls. During that time all the mills have undergone repairs and additions to machinery until now the capacity of the mills operated by the Association is 1,000,000 barrels per year, and they expect the output to reach the limit this year.—Market Record.

E. T. BUTLER, an experienced flouring mill man of Philadelphia, after looking over the general situation at Eugene, Ore., for several weeks, has decided to build a large steam roller mill at that place, with the most modern facilities, and a capacity of 75 or 100 barrels per day. The plant will cost about \$25,000, will be located near the business portion of Eugene, and expected to be in operation within the next four months.

AT Red Lake Falls, Minn., Feb. 7, the Northern Minnesota Roller Mills were disposed of at sheriff's sale to Charles B. Haseltine & Co., known as the Interstate Milling Co. The milling outfit, which is complete in every way, having been used but very little, went under the hammer for \$30,000 dollars. The new owners will commence to operate the plant immediately. The capacity is 400 barrels per day.

A COMPANY has been organized at Albany, N. Y., with capital stock of \$3,000,000, for the purpose of operating grain elevators and store houses at Chicago. It will be known as The Chicago Railway Terminal Elevator Company, and an agency is to be maintained in London for the distribution of interests and dividends and for giving information to English shareholders. This is in reality simply a reorganization of "The English Syndicate."

CONSUL Parker, at Birmingham, England, sends a report to the State Department on the American wheat and flour trade in the English midlands. He estimates the increase in the amount of flour received from the United States at 79 per cent in four years. He declares that the dependence of Great Britain on the United States for a considerable portion of breadstuffs is completely established, and far more likely to increase than to decrease.—Market Record.

JUDGE MARSHALL, at Chippewa Falls, Wis., on Jan. 27th, granted an injunction in the case of the Lestman Milling Company of La Crosse against the William Lestman Milling Company of Superior, restraining the latter from using the trade-mark "Marvel" as a brand of flour. The injunction will not take place for ten days, to give the defendants an opportunity to show cause for dissolving the injunction. The plaintiffs are represented by Winkler, Flanders, Smith, Bottom and Villas, of Milwaukee.

Mill Fires.

THE Bond elevator at Ft. Dodge, Ia., burned on Feb. 10th. Loss \$2,000; insurance \$1,400.

THE flouring mill owned by John Bickheart, at Howell, Mich., burned Feb. 9th. Loss \$15,000; insurance \$5,000.

FIRE on the morning of Jan. 17th destroyed the Great Western Roller Mills at Wray, Colo. Loss \$12,000; insurance \$8,000.

THE grain warehouse of Herstad, Warren & Co., at Oakdale, Wash., was totally destroyed by fire Jan. 26. Insurance \$7,500.

FIRE, Jan. 18, destroyed the warehouse and elevator of J. H. Dunathan, at Spencerville, Ohio. Loss, \$6,000; insurance, \$3,000.

THE saw and flour mills of Moore & Vanderson, at Lion's Head, Ont., were burned on Jan. 29th. Loss fully covered by insurance.

THE mill furnishing establishment of B. F. Gump, at Chicago, was recently damaged by fire to the extent of \$30,000. Covered by insurance.

THE Brookings roller mill at Brookings, S. D., L. J. Beynon, proprietor, burned on Feb. 15th. Loss \$40,000; insurance on plant and stock \$24,000.

THROUGH a defective chimney the steam flour mill, grain elevator and storehouse of W. B. Cross & Co., at Fultonville, N. Y., was destroyed by fire Feb. 5th.

THE grain elevator and storage house of Joseph Roelke, Harmony Grove, Md., was destroyed by fire Feb. 7th, together with nearly 700 bushels of wheat. Loss \$3,000; insurance \$2,000.

AT Jamestown, O., Feb. 10th, the grain elevator owned by Paul Billings & Co., and conducted by Dr. J. J. Snider, was considerably damaged by fire.

AT Algona, Ia., Jan. 24, J. J. Wilson's steam grist-mill was burned. The mill is a total loss, with what wheat was stored in it. Loss about \$10,000; fully insured.

FIRE on Jan. 27th, destroyed the flouring mill of Geo. W. Mettler & Son, at Flat Rock, Mich., together with a quantity of wheat and flour. Loss \$10,000; partially insured.

BY the explosion of the tank of a gasoline engine, the feed mill of Newton & Co., at Wayne, Neb., was partially consumed by fire. Loss \$2,000; partially covered by insurance.

ON Feb. 13th, the grain elevator, in the rear of the large linseed oil plant of T. J. Preston, on Passaic River front, at Newark, N. J., was entirely destroyed by fire. Loss \$100,000.

ON Feb. 11th the Duluth Board of Trade Building was totally destroyed by fire. The particulars are given by our Duluth correspondent in his communication appearing in another column.

THE flouring mills at Wilmington, Del., familiarly known as the Brandywine Mills, owned by Wm. Lea & Sons, were totally destroyed by fire Feb. 3d. The loss \$150,000 to \$175,000. Insurance about three-fourths. This mill was one of the best in the East.

MUSTARD's roller flour mills, at Wyoming, Ont., were destroyed by fire on Feb. 1. Loss \$12,000; insured for \$3,000. The fire communicated to the grain warehouse of W. B. Collins & Co., situated across the railway tracks from the mills, which was also destroyed, together with its contents.

THE Hower & Co. plant of the American Cereal Co., at Akron, O., was destroyed by fire Jan. 28. For three years the mill had been used as a box factory, while all the valuable machinery was retained in good condition to be used in case of emergency. Twenty carloads of buckwheat were destroyed, worth \$15,000. This is a large share of the visible supply of buckwheat in the country, the American company having recently effected a corner on that cereal. The entire loss is about \$150,000; insurance about half. The fire is supposed to have been of incendiary origin.

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Instantly relieves the most violent attack, facilitates free expectoration and insures rest to those otherwise unable to sleep except in a chair, as a single trial will prove. Send for a free trial package to Dr. R. Schiffmann, St. Paul, Minn., but ask your druggist first.

Milwaukee Notes

THE Daisy reports a good demand for all their grades, sufficient to absorb all their output, though the prices are a very close fit.

So far as we can learn none of the Milwaukee mills have had any trouble with their flours, made from the '93 crop, in this or the Eastern markets.

THE demand for bran is very brisk and prices very firm at \$14.00 per ton sacked; flour middlings, \$14.25; standard or common middlings are slow sale at \$13.25, sacked.

NEARLY all the large holders of cash wheat seem to have gotten very tired carrying their heavy load down hill, and finally dumped it in disgust, pocketed the loss and no doubt resolved never to go long on reports of "short crop."

SOME of the city mills have been taking quite large lines of hard No. 2 wheat, crop of 1892, which has been held in special bins by speculative buyers. This wheat being hard and dry will be used to mix with the crop of 1893.

THE Milwaukee mills have not made a very good showing this week. The only mills operating full time are the Daisy and Jupiter, the former turning out about 1600 bbls. per day, the latter 900. The Eagle (J. B. A. Kern & Sons) and the Reliance (Manegold) are on half time, the Eagle turning out 800 bbls. and the Reliance 400 per day, the Phoenix (Sanderson), Duluth (Faist, Kraus & Co.), Gem Milling Co., are all idle.

ALL persons desiring to reach the entire flour and grain trade, by circular or otherwise, should obtain a copy of "Cawker's American Flour Mill and Grain Elevator Directory for 1892-93." Address THE UNITED STATES MILLER, publisher, 68-c Mitchell Bldg., Milwaukee, Wis.

RANDOM THOUGHTS.

BY WANDERER.

THE selection of the requisite machinery to fit into a certain "gap," as it were, is a matter of the highest importance, and unless judiciously undertaken, the investor may find himself saddled with a number of costly and elaborate machines ill adapted to his wants. This is true so far as the proper treatment of stock is concerned, as well as securing a proper location for the machine relative to the general surroundings.

Every miller being in possession of a system quite different, (in many cases radically different) from any other, it may be a difficult matter for him to find a machine among the standard makes, which will perform the work to his entire satisfaction. Machinery builders do not produce machines now days to special order, they build several sizes of the same make and give each a number and then expect the miller to accommodate himself to them as nearly as possible, the same as he would to a ready made coat. After the machine is set up in its allotted place and the necessary alterations and modifications have been made, the chances are that the miller is largely disappointed in having over-estimated the capabilities of the machine. For instance, in the case of a purifier, it may not be capable of fully controlling the air to suit a certain peculiar kind of middlings which he expected the machine to take care of. Or that the machine is lacking the necessary adjustments to fully control the actual capacity of the sieve. It is therefore quite natural to suppose, that in a case of that kind, the miller has met with a degree of disappointment and is likely to wish his old machine back again.

In placing an order for a certain class of machinery it is important to be as explicit as possible. (1.) State the exact range of work you wish to perform and the amount of it. (2.) If you know the type and size of the machine that will suit your requirements, state them. (3.) If there is anything special in the nature of the material to be worked, state it, or send a sample. (4.) State how the machine is to be driven, whether from above or from below, also give speed of shafting from which you propose to drive. (5.) If there is any doubt whether the height of story or floor space will admit of the machine being suitably placed, it is best to send the manufacturers a sketch of the surroundings, or, at least, give full particulars of same. Nearly all manufacturers will gladly send an outline drawing of a machine to a prospective customer, with dimensions complete, showing all projections thereon. It is also a

fact, that in these days of close competition and in their extreme anxiety to make a sale, the manufacturers will sometimes make alterations, to condense certain parts, whereby the machine will in no wise be depreciated.

That first-class finish on exposed work, beauty of paint, or perhaps, the graceful shape of the machine will influence many, is quite true. It is apt to draw the eye from an examination of the working parts. A thorough examination will be apt to bring to light the actual merits of the machine. Uncover the boxes and see whether the finish of shafts, in their bearings of journals, is as smooth and true as the work of the more exposed pieces. Look after oil holes and provisions for oiling. Pay attention to the noise made by the machine when in motion. If the journals are fairly fitted, the noise will be uniform, if badly fitted, it will be variable and grating.

The success of a machine, of course, even though it has all adjustments and requirements of a good machine, depends largely on the operator. A miller may be competent and his abilities unquestionable, however, his experience with a certain manufacturer does not indicate that he can take hold of a new machine and make it work satisfactorily in the start; the chances are that he will have to undergo experiments, more or less.

As a rule the writer's advice as to buying second-hand machinery is—don't. But if you will do so, go to the expense of having the machines carefully examined "by one who knows" before the purchase is concluded, or you may have to pay nearly as much, to have it overhauled and put into proper working order, as the difference in cost between second-hand and new. This precaution is particularly necessary with complex machines. Do not purchase old, out-of-date machines, because they can be had cheap, as it never pays; the quantity and quality of the output being less and the machine, as a rule, constantly needing repairs. Always remember that every second-hand machine has a history peculiar to itself and, if able to talk, would expose some woeful yarns.

JUDGE—I shall sentence you to 25 years for wrecking that train.

PRISONER—I presume, judge, if I had wrecked the whole road you would have been glad to have dined with me at my palatial residence.—*Detroit Free Press.*

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MILWAUKEE, FEBRUARY, 1894.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

Editorial.

WE are in receipt of a neat wall calendar from the well known firm of Aug. Wolf & Co., Chambersburg, Pa., manufacturers of flour mill machinery.

OUR esteemed cotemporary, *The Roller Mill*, starts the new year with a brand new suit of clothes, which for finish and beauty is up to the *Roller Mill* standard.

ONE of the prettiest calendars of the season was received from the milling firm of Urban & Co., Buffalo, N. Y. It is the shape of a hanger, and is an ornament to any wall.

WE are informed by a Cincinnati correspondent that Judge Sage, before whom the suit of the Jonathan Mills Mfg. Co. vs. Whitehurst, based upon alleged infringement of Flour Dressers manufactured by The Bradford Mill Co., was tried, granted a rehearing on Feb. 8th. This opens up this patent litigation again and puts it in such shape that a more complete defense can be made. We look upon this as one of the most important patent cases that has threatened millers for years.

IN another column we print an article on "Electric Light for Flour Mills." Millers are beginning to realize, that, in addition to having their mills

safely lighted, thereby reducing, in many instances, the cost of their insurance premiums, they can, where the situation is favorable, by having the plant of large enough capacity, make a good thing on the side, by furnishing light to neighboring customers, or even to village or town. A side income of this kind, with the profits on flour so uncertain, is not to be sneezed at.

IT is singular how each year the "Editor" of our Northwestern contemporary receives so many letters from members of the Millers' National Association, asking his advice as to the conduct of their business, and whether they shall remain in the National organization or not. It gives him such excellent opportunities to air his asinine views of the association, and to strongly urge everyone to drop out. But the strangest part of all is, that none of his imaginary dependents and blind followers ever do drop their membership—millers are queer people anyway.

NEW UNIFORM BILL OF LADING.

ELSEWHERE will be found a report of the action taken by the Milwaukee Chicago and Cincinnati Chambers of Commerce in regard to this bill. As a result of the action taken by these organizations, line agents are instructed to waive the obnoxious conditions "when so requested by the shipper." This won't do gentlemen. These Bills of Lading should be destroyed, wiped out, burned up, not permitted to be used, even if a "waiver" is allowed. The fact that Bills of Lading containing these clauses may come into general use will be a tacit acknowledgment that the conditions are lawful, and the waiver is an accommodation, upon the part of the freight lines, and to be enforced at some future time. The only way to get entirely rid of this cormorant is to CREMATE it, body, soul and breeches—let this be done.

THE HATCH BILL.

THE new Hatch Bill is again before the public. Changed and modified somewhat, but none the less impractical and non-American. The commodities that are singled out as

speculative and dangerous, are wheat, corn, oats, barley, rye, hops, pork, lard and bacon. Why other products of the hog are not included, such as ribs, hams, shoulders, etc., is but a pointer to many other defects in the Bill. Articles speculated in upon Boards of Trade, such as mill stuffs, flax, grass seeds, tallows, oil and oil meal are entirely omitted, yet cut just as much of a figure in the speculative field, as the articles covered by this bill.

"Options" are defined to cover Put and Call trading. Mr. Hatch probably was not aware of the fact that no organized Boards of Trade sanction this class of trading, nor can any deal of the kind mentioned be enforced before any Board of Trade, within our knowledge. In fact, the laws of Illinois and Wisconsin, and we presume other states, prohibit this class of dealing. Yet Mr. Hatch, in his bill, proposes to legalize it in licensing the broker by making him pay a special tax of \$24.00. On payment of this tax the broker may indulge in a system of gambling not only prohibited by state laws, but also by the nefarious (?) Boards of Trade throughout the country. In all cases the courts require that the plaintiff shall come before "your honor" with clean hands before they will grant the relief prayed for, of the defendant. Likewise Mr. Hatch should purge his bill of its illegal features before he asks Congress to pass upon it in its present shape. The "put and call," or option feature, should have no place in it, much less undertake to legalize the worst of gambling, in the products named, for the sake of the revenue to be derived from it.

DEALING IN FUTURES

are no doubt, in the majority of cases, speculative, pure and simple. Yet we fail to see how it can be prevented by the Hatch or any other bill, without, in a great measure, doing severe damage to many valuable and legitimate industries. We can readily see that at times, under this bill, when the wheat crop is to be moved, the miller will get his wheat at his own price, by reason of the fact that speculation, in a great measure, has been removed, and the market will be borne

down by the weight of wheat being pressed upon it certain seasons, particularly just after harvest, when the miller has little or no use for it, on account of its condition. If this bill is intended to help the farmer get better prices we predict for it an ignominious failure. On the other hand the miller that would run his mill economically, must run it *full time* to get on with the least expense, and no miller can run full time unless he can sell for forward delivery, in which case he is subject to the un-American and costly restrictions of this bill, which are not required of his competitor, the foreign miller. While we have always looked upon these efforts of special legislation unfavorably, we are not so sure that the best way to cure the evil is to pass and enforce them to satisfy the clamoring for something in this direction, that will not be satisfied until the measure is tried.

EXPORT OF BREADSTUFFS FOR JANUARY.

The following, from the Bulletin of the U. S. Bureau of Statistics, shows the amount and value of domestic breadstuffs exported from all American ports during the month of January 1894, as compared with same month, 1893:

	1894.		1893.	
	Bush.	Value.	Bush.	Value.
Barley.....	121,880	\$ 47,691	95,768	\$ 42,476
Corn.....	8,580,850	3,804,158	3,107,617	1,676,634
Oats.....	90,100	31,510	34,576	15,213
Rye.....			61,332	39,067
Wheat.....	5,940,136	3,940,547	8,762,438	6,88,601
Total.....	14,733,061	\$7,725,901	12,061,731	\$9,655,531

There were also exported during the month of January, 1894: 18,528 bbls. corn meal, valued at \$46,090; 988,410 lbs. oat meal, valued at \$25,611; and 1,341,972 barrels wheat flour, valued at \$5,537,106. Total decrease in Breadstuffs under January 1893: \$590,453.

ANNUAL IMPORTS.

The *Corn Trade News*, Liverpool and London, on Jan. 26, prints the following: Trade of the chief grain receiving ports of Europe, showing the aggregate importation of Wheat, Flour, Maize, Barley and Oats (in tons of 2,240 lbs.) for two years:

	1893.	1892.
Liverpool*	1,751,570	1,846,000
London	1,739,000	1,571,000
Antwerp	1,480,000	1,432,000
Rotterdam	1,193,000	670,000
Hull	753,000	733,000
Bristol	649,000	561,000
Glasgow	501,000	532,000
Leith	314,000	325,000
Dublin	161,000	233,000

*Including Liverpool owned cargoes via Fleetwood.

Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

NEW YORK.

Still Greater Stagnation and Deeper Depression Than Ever, With Another Lowest Record on Wheat.—An Investor's Panic in the Market.—Is the Bottom Reached at Last, or is there no Future for Wheat?—Mills Compelled to Stop or Pile Up Stocks.—Export Demand for Wheat Renewed, but not for Flour.—Mills Feed the Only Mill Product Wanted.—Another Outbreak of the Minneapolis and Duluth Mill War.

AT the date of last letter, it was hoped that we had passed the worst of the long period of stagnation in the wheat and flour markets, that followed the panic; and that the depth of the depression had already been reached that succeeded the heavy export purchases of wheat on the panic that attended the collapse of the Cudahy combination, ending in the almost complete cessation of new export business during the last two months of the old year. But the events of the first two months of the new year, have long since destroyed that new year's hope, and the end is a worse collapse in the wheat and flour trade than that of 1893, as the combined result of the financial panic and the failure of the 1893 combination to bull the price of wheat. Yet this has neither resulted from panic, nor failure of a clique; but from natural causes, whose operations the strongest and largest aggregation of experience and capital, ever engaged in the support of the price of wheat, has proven utterly unable to resist. It was not manipulation, but constant and heavy buying of wheat by capitalists, East and West, for the last three months, on every decline, until a 15c per bushel loss at last stared them in the face and broke both their hearts and bank accounts, compelling them, one after another, as their margins were exhausted, to liquidate the money lost in bulling wheat last year by the manipulative speculators, led by Cudahy; which losses were a bagatelle, to those recently sustained by the big men of the Chicago Board of Trade. The New York Produce Exchange and Wall Street, to say nothing of the big exporting houses, have been long, on the other side, because wheat was "so cheap it can not go lower; and is bound to go up." Yet these wise and strong men of these great centers of trade and capital have all "gone to grass" under the irresistible operations of deeper and more general laws of trade which they failed to comprehend. They utterly neglected to recognize the results of THE AGRICULTURAL REVOLUTION that has been going on since early in the Eighties, and has

carried prices of all farm products, to lower levels than ever known or expected, with the exception of live stock and a few of the minor crops. The cost of production, the world over, has been permanently reduced under the careless inroads of labor-saving machinery, improved, extended and cheapened transportation, both by land and water; quickened by the substitution of steam for sailing vessels, and the enormous and rapid development, by these agencies, of a new agricultural world, in the southern hemisphere, by which we raise two crops a year instead of one, to under-compete, in the markets of the old agricultural world, with their own products, until prices have fallen below the cost of production in the latter. This revolution first effected the wheat producing countries of Western Europe and threatened to drive their farmers out of the unequal competition, and caused the resort to high protective tariffs in all but Great Britain, in order to save the farmer from bankruptcy. England only refused this clamor of her agricultural classes, because industrial interests outweigh her agricultural; and, because her farmers are tenants and not owners of the soil they cultivate. But even with all her advantages of cheap cost of living, and hence cheaper production than her continental sisters, by reason of free trade, she has steadily reduced her wheat production under the pressure of this unequal competition. While England was the last of the importing wheat countries to feel the pressure of this reduced cost of production, and the United States the first to reap the benefit of it, we have also been the first wheat exporting country to feel the result of this development of the new agricultural world, in the southern hemisphere, not only, but in Russia, which has rapidly increased her production until she has become our chief competitor in the markets of Western Europe, of which we were mistress before 1881-82, when the agricultural revolution, that is now culminating, first began to be seriously felt in this country.

Indeed, the American investor, as well as the farmer, has begun to doubt if there is any bottom to the wheat market, after this year's experiences, and both are now tumbling over each other to sell out at 15c a bushel less than the world thought it safe to buy, for investment, three months ago. In fact wheat at 75c in Chicago for May and 80c here was thought to be the surest place for both principal and interest after the panic, because of a short crop both here and in Western Europe; before the

world's markets were swamped under enormous offerings of Russian, Indian and Argentine wheats at 5@6c under the price of American in the English markets.

The effect of these conditions has been scarcely less disastrous to the American millers, when export trade has been almost ruined since the new year, instead of improved, and a larger proportion than for years, have been compelled to stop, while those who have kept running, have only done so to pile up flour, on a declining market; for, even with this unprecedented price for wheat, flour is still cheaper, owing to the capacity of American mills to produce much more than our home markets can take.

Even the last break in wheat has failed to increase the export demand for flour in the least; and, nothing but consignments and rates on old contracts are going to Europe. Even our city mills which have a partial monopoly of the West India trade are unable to do anything on this demoralized wheat market, although before it broke they had worked off about 40,000 bbls. for February shipment; but this is only four days production at their full capacity, and they are only working off about 2,500 bbls. of their patents daily to the city trade. Even spring patents are not averaging over 5,000 bbls. per day, and less than that of winter patents and straights. In fact the daily sales for the past month have not averaged 10,000 bbls. all kinds. Yet prices have not gone down with wheat, because they had done so before wheat broke and mills refuse to ship at concessions from spot prices at which they are not able to get rid of what is here yet, enough has gone into jobbers hands on old contracts, at higher prices to leave only moderate stocks here as receipts have been light since close of navigation. Low grades of winters however have suffered most in absence of export demand and they are falling gradually to a feed basis with low springs at under \$2.00 in sacks at which there is a home outlet and some for export as the city mills are unable to supply either the local, eastern or export demand for mill feed, even at 90c in bulk at the mills. In this they have still a bonanza, as but little Western finds its way here since so many mills are idle. This is the only product of the flour mills of this country that now finds a ready and ample market at remunerative prices. Even our city mills are said to be piling up their flour.

ONE MILLION WHEAT FOR EXPORT IN ONE DAY

was taken here and at the outposts on the break of about 3c

in spot wheat, of which the bulk was No. 2 red, half a million of which was taken for Spanish markets; and the bulk of the other half was No. 1 Hard, Manitoba, for English markets, the latter going at 3½ @ 4c over the price of May, delivered, and the farmer at 1¾ @ 2c under May f.o. b. from store. In addition several round lots have been taken at lake ports to be shipped on opening of navigation which will swell the total sales made on the investor's panic, for export, to fully two millions of bushels from Atlantic ports.

There has been another outbreak of the late war between the Minneapolis and Duluth Millers, over the complaints of soft flours, made from the late harvested and "uncured" Hard Spring wheats, which did not go through the sweat before the cold weather set in. Hence the flours made from them are now going through the sweat here and making much trouble in the trade. Bakers Extras are the worst; but even Patents are making "lots of trouble" for the millers, who did not take the precaution to get wheats from sections which ripened early enough to go through the sweat, or old wheats to mix with these "uncured," but otherwise fine Hard Wheats. The battle has centered between the Minneapolis millers and those of Duluth; the former claiming that their supplies of wheat being drawn from sections further north, went through the sweat last fall, and that the wheat from the sections tributary to Duluth did not; and that, hence, the latter have been buying wheat in Minneapolis to mix with their own wheats. On the other hand, the Duluthians and Superiors deny these allegations, threaten to thrash the allegators, as soon as the opening of navigation gives them the inside track on transportation again, instead of the disadvantage, compared with Minneapolis, under which they labor during the winter. One or two of the older and leading Duluth and Superior mills deny also that they have had any complaint from their flours; and inquiry among the leading jobbers seems to confirm their statement. But others admit the complaints, in spite of their holding their flours back in Buffalo or at the mills, until three months old, in order to let them go through the sweat, which they claim will occur in that time; after which, they will be as good as if the sweat had occurred in the grain instead of the flour. Others say it never will sweat out in the flour, but will remain soft and sticky; only to grow sour when warm weather comes. The Minneapolis mills appear to have more generally escaped these

complaints, though some of the Superior millers charge that they are more or less gummied in all spring wheat flours on this crop. The net result is, however, that Minneapolis has made a counter on Duluth for the inroads the latter made on their trade last fall, when they (Duluth) were running on the fine old Hard Wheats of the previous crop and cheaper lake freights. Honors therefore are easy. But the jealousy between the old Queen of the Flour Trade, Minneapolis, and her young but enterprising competitor for both the name and the game, continues; and the Minneapolis and Duluthians may be seen grouped together on the floor of the Produce Exchange, these dull times, discussing the past, present and future, or rejoicing over their victories.

NEW YORK, Feb. 10, 1894.

BUFFALO.

AS far as trade goes in wheat we have been doing our share, and all talk of dull times here comes from croakers who would discourage a dog gnawing a bone. Some men are never contented. If business is good and they are accumulating wealth year after year, a sharp turn in the regular order of affairs seems to knock all common sense out of their heads. Confidence in themselves and everybody else is lost and instead of helping to tide over the depression they just settle down to grunt, until other people set the ball a rolling again. But such "business men" soon find their level.

Now I haven't heard a single wail from a miller in the last two months, although we have a few of the most morose specimens of the grinding fraternity, when business is a little dull, to be found in this great and prosperous land. So it must be concluded that the miller is satisfied to be alive, as the general impression is, he is doing nothing. Mills shut down, stagnation everywhere, is the way grain men write letters to their shippers. Yet why is it thusly?

Syracuse Amos says business is dull; but what o' that? Did anybody ever hear him say that he was not on the road to the poor house?

And there is—well, names are of no consequence in this argument; we all know them here and size them up according to a standard of estimated weights, known to all grain men, the accuracy of which is beyond question.

And these are the owners of the Duluth wheat in store here. Surely they are satisfied with their profits on holdings. No grumbling comes from them, and millers who were lucky enough to have more wheat

than they need are not saying a word, except to give their brokers an order to sell a few thousand at present prices.

Coming down to facts, and in conclusion, the question is, what in all creation is this infernal, tiresome, fault-finding about? Go to.

H. H. Eldred's Attica mill, in Wyoming Co., 32 miles from Buffalo, was purchased a few days ago by Joseph Kesselberg, of New York. The mill is first-class as far as machinery goes. It is said the present owner paid \$80,000 for the mill. Situated as this mill is, and the "looser" it has been since Mr. Bain was head miller there, some 10 years ago, the figures are a little out of proportion to actual value of the plant, in the estimation of those who have some knowledge of the mill and its possibilities of earning a fair rate of interest, on that amount of money.

Horace H. Eldred, who ran this mill for all it was worth, is not in the show acting business now, except to appear against an individual who skipped with certain proceeds of a house in which he had an interest. Mr. Eldred was as much a miller as he was a theatre manager; just as big a success in every respect.

Secretary Thurston's report of the flour production of Buffalo shows a decrease for the past year of about 44,000 barrels, as compared with 1892. It also shows some radical changes in the output of certain mills, which are worthy of note, inasmuch as there are indications of a victory for merit over prejudice, which has so long kept this market practically in the hands of one firm.

Thornton & Chester have for 25 years held this market and regulated prices to suit themselves. This is indisputable. The report of the secretary of the Merchants' Exchange, however, shows a change in the sentiment of public opinion.

Take the two mills and note the great difference in output:

	1892.	1893.
Thornton & Chester	194,000	180,000
Urban	184,000	196,000

This makes the Urban mill the largest by 16,000 barrels. The next largest record is the Banner, two mills, with 133,483 barrels, followed by Harvey & Henery with 117,000 barrels from the Buffalo City Mills, and 31,000 from the "Queen City," the latter rye flour.

Mr. James H. Rodebaugh, of Heindol & Rodebaugh, grain and feed dealers, was selected as chairman of the new Grain and Flour Inspection Committee. A more conscientious, honest, business man could not have been picked from the membership roll of the Buffalo Merchants' Exchange.

Mr. Charles P. Flatley, the

popular agent of the Duluth Imperial Mills, who was married in this city last month, returned last week and is working harder than ever to push the product of his mill.

Steve Sherman is out of jail. Now that may sound a little harsh to some people, but when it is coupled with the fact that only three men out of 500 who suffered by his peculiar and careless methods of doing business, are glad of it, the sting is taken out of the ignominy.

The Republicans of Erie County know a wise and unselfish leader when they find him. Therefore Mr. George Urban was selected chairman, and he will again lead the party to success.

The big Winona miller, L. C. Porter, was in Buffalo some days ago and the rumor gained ground that he was looking for a local agent. I missed the gentleman, but there is not the least foundation for such a report. He knew where to find an agent without making a frizzle about it, if he was inclined to make it an object.

Like the great Blaine, of Maine, A. R. James had a Burchard. Instead of the three R's, it was, "the grain men must take a back seat." Not that Mr. James said this any more than Blaine did, but it defeated him just the same. The exact standing of the Board of Trustees was not understood by James, and a remark made within hearing of one who was "agin" him, settled his fate. But James will get there; he is not one of the backward kind. A message of condolence, from his old traveling companion Farnum, of Chicago, shows the character and feeling of the two men:

DEAR LON:

Try, try again,
Yours, AL.

Another dispatch:

Do not be discouraged, for persistence is success. CUD.

The latest attempt to establish an agency here, from Milwaukee, is the Northwestern Feed Company, with Mr. Vincent Tuttle as agent. Chapin & Co. and the Sanderson Milling Company, are already represented. Let them come.

The "Consolidated" is using 3,000 bbls. per month, in repacking flour brought here in sacks.

Our grain men want a more systematic method of weighing grain out of elevators, in order to stop the kicking indulged in by purchasers. A committee has therefore been appointed to look into the subject and report. As it is now, the railroads do that part of the work, except in a few cases where private men are hired. It is thought that the chief weighmaster, of the Merchants' Exchange, could attend to it much more satisfactorily.

"It's a great comfort to an old business man like myself," said one of our most prominent and respected grain dealers on Change, "to see a young man starting out in life as though he had some get-up-and-get gumption in him. I saw one this morning streaking it for the station to catch a train twenty minutes before he knew it would start. He was going to be there on time; no chances with him, and that's the kind of a chap I want in my business." Further inquiry brought out the name of A. T. Safford, Pillsbury's Buffalo manager. Now there is no man in Buffalo, who understands better than "Art" Safford that it is not good form or the sign of a gentleman to hurry, especially when weighted down with baggage, but when he gets a dispatch to leave for Boston, he isn't Mr. Safford—it's Pillsbury's agent. His picture, taken while on a jump by one of those devilish "Kodacks," looks like the Rube seen hanging to the tail end of a train he has missed. The only difference is, Safford never gets left.

In the annual report of the Eastern Elevator Company, the assets are placed at \$1,000,000 and the liabilities at \$250,000. Capital stock \$1,000,000, all subscribed for.

Everybody in Buffalo is in favor of the Wilson bill as far as reducing the tariff on Canadian barley goes. Maltsters and brewers are willing to pay 10c. per bushel more for the Canadian product, than for that grown on American soil. The McKinley bill has not benefited this country one particle in that respect, but it has injured the malting interests in this state to the extent of millions.

The price of bread has been reduced 1c. per loaf in this city. Bakers have not been getting rich during these poor times, in the face of cheap flour, and the object, unless it be a charitable one, is not clear to those who know the inside of this business.

Buffalo is fully a year away from the power to be supplied by the Niagara Falls Power Company. We were to have a taste of it this month, but there is nothing in sight, in fact the wheel pits have not yet received an ounce of the great machinery to be placed there, and every mechanic knows how long it takes to do that kind of work. And then it is claimed, Buffalo will not get much benefit after all. The owners of real estate at the Falls, who are also interested in the power company, must get a crack out of boom at that point first. It is, therefore, given out that the Buffalo power will come from the Canadian side, and the ground has not yet been broken there

at this date. Buffalo hasn't a dollar in that company; it was not a safe investment, in the opinion of capitalists here, and why should she receive the first benefits? The date when Buffalo will come in for a share of this cheap power had better be postponed until 1897, or thereabouts.

Mr. J. T. Kenney, who represents the Sanderson Milling Co., of Milwaukee, at Buffalo, has had a thorough business education in the Pillsbury agency at this point, and as he is the sort of a young man who makes friends easily, there is no doubt of his success.

Mr. Urban sticks to old wheat and keeps it on hand. To this his success in heading the list of flour producers in Buffalo is attributed by the few who thoroughly understand milling. The Urban Mill, according to elevator men, has enough of the crop of 1892 on hand, to keep its quality of spring wheat flour up to grade, until the present crop becomes seasoned.

Mr. Alexander Mann has been making several of those flying eastern trips to Boston and New York during the past two weeks. His sudden disappearance and equally sudden dropping in upon old friends, gives them a creeping sensation down the spinal column. It is fair play.

Mr. Riley Pratt, has found a help-mate in M. Purcell, lately with Hanna & Co., of Chicago. That's a pair hard to beat, for business ability and clear grit. Mr. Pratt found his business had outgrown the humble proportions first expected and the home office rightly concluded he had too much on hand for one man. Mr. Purcell, as head of the office force, will prevent things from getting out of "whack."

The grain association has succeeded in getting a stop-over privilege from the railroads, and everything is going on swimmingly. Good for the association. Railroad corporations are not soulless after all.

No. 1 hard had been selling at 2 cents over New York May for a few days and millers took it. Later 3 cents over that option was asked, and millers found no fault. Still later, 4 cents over, was the figure, and millers again reconciled themselves to the price. But when New York dropped to 65½ and sellers were asking 71 cents, it was a little too much for human endurance and there was a howl, such as has not been heard here in many a year. The fact that Manitoba wheat sold in New York at 71 cents delivered, and No. 1 Northern was selling in that market at 2 cents under prices asked here, also helped to aggravate the insult. Manitoba wheat, it must be understood, is worth 2 cents

more than No. 1 Hard Duluth. Oh, what a pinch! Oh, what a picnic for Buffalo wheat owners. Still the millers must submit and, there is no doubt, will quietly pay the prices asked, until Duluth owners are ready to let go of their holdings here. As it is, they are having such a soft snap on the short side, that that event will be postponed until we have a boom—which the Lord knows, seems almost impossible at this writing.

DULUTH.

THE Duluth mills have been idle during the past month, and just when they will resume operations is not definitely known. There may be a small output, to fill straggling orders, within the next 30 days, but grinding at full head is not confidently looked forward to until work is commenced on the stock for lake shipment at the opening of navigation. The situation in this respect is but little changed since my last letter, with the exception that we are thirty days nearer the opening of navigation, when there will inevitably be a resumption of activity. Not only here are the mills silent, but a large number of small country mills, which usually manage to keep running, are shut down also. This state of things, while it has not affected the price of flour, owing to the very large accumulation, has caused a scarcity in feed and quotations on that commodity have sharply advanced. The country has been drawing on the mills here for feed until orders can no longer be filled, and prices are no longer quoted. These small interior mills not only complain that no orders are coming in for flour, but that they cannot realize on outstanding accounts. While the bank vaults are stuffed with currency, jobbers and consumers in the Northwest are especially hardup. Farmers are discouraged on account of the continued apathy and decline in the wheat market, and are forwarding only such quantities of wheat as are drawn from them by their necessities, and as this is their principal cash getting product, in fact, almost their exclusive marketing commodity, there is but little cash circulating among the Northwestern wheat growers. Consequently the prospects for the numerous country mills seem no brighter than they do for the great concerns at the head of the lakes.

The matter of railway freights on flour is unchanged and is not likely to be altered until navigation forces a readjustment of the schedules. Under the rates maintained, flour could be shipped to New York only at a considerable

loss to the manufacturer. An occasional rumor is started that the railroads will make a radical reduction on Eastern shipments, and that the mills will immediately resume work, but those in authority are not aware of any such intention.

Nearly all the mills are in the market for wheat and are accumulating large stocks which would indicate that they are not very distrustful of the future. During the past week one firm picked up, it is reported on 'Change, 100,000 bus. No. 1 Northern, of the 1892 crop, in Duluth, and 300,000 bushels of the same, in Minneapolis. The millers seem to be proceeding on the theory that wheat has reached the lowest possible point of its decline and are milling to fill their elevators at present prices. During January the wheat received at the head of the lakes amounted to 1,322,520 bushels, as compared with 1,788,857 bushels in January, 1893. The production, receipts and shipments of flour, and receipts and shipments of grain, during January, as compared with the same month in 1893, were as follows:

RECEIPTS.			
	1894.	1893.	
Flour produced Sup. bbls..	43,888	10,528	
" Dul. "	29,291	52,155	
Wheat, bus.	1,322,520	1,788,857	
Corn, "	91,811	27,450	
Oats, "	23,251	10,074	
Rye, "	6,523	5,144	
Barley, "	10,162		
Flaxseed, "	3,421	10,888	
SHIPMENTS.			
	1893.	1892.	
Flour, bbls.	87,247	46,391	
Wheat, bus.	19,076	19,906	
Corn, "	18,483		
Oats, "	3,402		
Rye, "		675	
Barley, "	19,590	822	

The railroads, anticipating an early opening of navigation, have begun to receive flour from interior points, for shipment to Eastern points in the Spring. Up to the 13th inst. the St. Paul has received 10,700 bbls. and the Great Northern 3,200 bbls. The Northern Pacific has received but little as yet, but has considerable on the way. These receipts are largely of low grades, and the major portion of them are from Minneapolis; they are earlier than usual and indicate a distressed state of affairs in the country, so far as sales and local demand are concerned.

The principal event in grain circles, during the past month, has been the burning and total destruction of the Board of Trade building, which occurred on Sunday the 11th inst. Fire broke out in the southeast corner of the block, about noon, and spread so rapidly that within an hour the building, a four-story brick and stone, was in ruins. All the grain, flour and commission dealers had offices in the block, and without exception they lost the entire contents of their offices. Among the well-known concerns on 'Change which were burned out were: Lake Su-

perior Elevator Co.; Walter Van Brunt; C. H. Graves & Co.; Western Union Tel. Co.; Union Improvement and Elevator Co.; Cutler & Gilbert; North American Tel. Co.; Vanduzen-Harrington Co.; American Steel Barge Co.; Rose & Lazier; C. A. & E. D. Field; H. B. Earhart & Co.; Thos. Gibson; La Salle & Wolvin; Western Transit Co.; J. N. McKindley & Co.; L. T. Sowle & Co.; Imperial Mill Co.; Ames-Brooks Co.; Hartman & Co.; A. D. Thomson & Co.; Duluth Elevator Co.; Chas. Canning; McCarthy Bros.; S. S. Linton & Co.; J. H. Cook; Turle & Co.; Franklin Paine & Co.; Owen Fargusson; Crescent Trans. Co.; Lake Michigan & Lake Superior Trans. Co.; J. F. McLaren, agent Blue Line.

The loss on the building was \$70,000 and was fully insured. The tenants named lost \$25,000 with but light insurance. The telegraph companies were fully insured; A. D. Thomson had \$2,500; Van Duzen-Harrington Co., \$2,600; Duluth Imperial Mill Co., \$1,500 and a few others carried small amounts. The Board secured temporary quarters in the Torrey Block and opened Monday morning as usual.

The Board of Trade building was erected in 1885, at a cost of \$80,000, and was dedicated with much pomp and ceremony, at which J. J. Hill, the railway potentate, outlined his beneficent policy toward Duluth; several governors and lesser lights were present and a vinous symposium wound up the festivities. Elaborate and commodious as the building was at the time, within eight years the Board outgrew its quarters and bought a site for a new and larger building. Plans have been adopted for the new building, which is to go up during the present year, although the fire may make some change in the plans of the organization. The building which was destroyed was located in a central part of the city on the principal thoroughfare, while the site of the proposed building is in a more remote location, and it appears now that the new block may go up on the old site and the lot adjoining. The Board carried an insurance of \$70,000 on building, rentals and fixtures; it also carried a \$40,000 mortgage, which being paid there will be \$30,000 left. The lot is worth \$70,000, which will give the Board \$100,000 toward its new edifice. As the members are especially wide-awake and progressive, it can be safely set down that Duluth will, in a very short time, have one of the finest board of trade buildings in the Northwest.

Permanent quarters have been provided for the Board in the Chamber of Commerce,

and here the Board will be located until it moves into its new building, which will probably be in about eighteen months. Valuable documents, contracts, papers, etc., were lost by the grain, flour and vessel men in their offices, while all the data and statistical matter of the Board of Trade was destroyed. M. B. Church, manager of the Imperial Mill, with three or four clerks, was at work in his office and so urgent was the necessity for a hasty retreat that not a book was rescued which was outside of the vaults; about a carload of new advertising matter was also destroyed. All the occupants of the old building have secured new quarters, many of them in the Chamber of Commerce, and are now busily engaged in straightening out matters which were more or less mixed up by the loss of records.

During January the Lake Superior Car Service Association handled 13,794 cars of commodities at the head of the lakes, against 18,649 cars in December and 18,567 in January last year, 16,942 in January, 1892, and 6,926 cars in January, 1891. The falling off during January last from the record of January, 1893, is due to the general decline in business, and from the further fact that during the same time last year there was unusual activity in the matter of building, especially of new mills and elevators. Of the items handled there were 475 cars of flour and feed, 272 cars of corn and oats, 2,687 cars of other grain. But little lumber or general building material was handled.

A statement just issued by the St. Paul & Duluth railroad shows that that line handled in 1893, in Duluth, 313,507 tons of freight, of which 4,937 tons were grain, 4,574 tons feed, and 2,264 tons flour. The road handled 206,555 tons of coal, which was its principal commodity.

Prices on flour quoted to retailers and grocers in the city are, per 196 lb. sacks: \$3.50 @ 3.75 for patents, and \$3.25 @ 3.45 for straights.

At a recent meeting of the Board of Trade, George E. Welles was re-elected Secretary by a unanimous vote, and F. W. Paine was re-elected Treasurer. Two memberships were declared forfeited for nonpayment of dues, which leaves the membership now at 187.

Captain McDougall, the inventor, builder and owner of the famous whaleback vessels which are at present controlling freights and prices on the lakes, has just been before the Rivers and Harbors Committee relative to improvements here, where he made a most interesting exposition of marine matters. In 1882 he saw 10,000 tons of furs and pelts piled up here

for transportation, now, in place of these, are the great quantities of wheat and flour and other commodities of civilization—centering here 1,000,000 tons, representing \$75,000,000. There are thirty whaleback vessels which carry 2,400 tons each, and with the deepening of the canal at the Sault these boats can carry 3,000 tons. Speaking of the cost of lake transportation, particularly in his whalebacks, he said he could carry a ton of freight a thousand miles for less than a quarter of the cost of rail transportation. Owing to Capt. McDougall's efforts and those of Congressmen Haugen and Baldwin, marine interests expect a generous assistance from Congress in the way of an appropriation for further betterments. Within the next decade the shipping from the head of the lakes—Duluth and Superior—will be greater than from Chicago, as may be easily demonstrated.

An interesting statement has recently been printed in the annual report of the Pillsbury-Washburn Flour Mill Co., presented to that corporation at London. The showing is unfavorable to the company so far as profits and dividends are concerned, owing, mainly, to the fall in the price of wheat and flour, the decline being about 40 percent. The following exhibit shows the consumption and production for the past three years:

	Flour produced.	Wheat ground bushels.
"A" Mill.....	1,492,000	6,443,000
"B" Mill.....	855,300	3,492,000
Anchor Mill.....	415,300	1,928,000
Palisade Mill.....	577,400	2,548,700
Lionel Mill.....	287,500	1,421,000
Total, 1893.....	3,567,400	15,591,700
" 1892.....	3,778,500	16,234,400
" 1891.....	2,897,500	12,456,000

The yields for the different years, commencing with 1891, have been 4.22, 4.18 and 4.10 respectively, and the best yield for 1893 was accomplished in the smallest mill, while the "A" mill figures out the largest amount of wheat used for a barrel of flour. The profits net something under 4½ cents per barrel, but if wheat has touched bottom, it was declared that the company was in the very best position to make money in the future, and this would unquestionably be the case if the mills were located here. The Minneapolis mills are handicapped to the extent of about 10 per cent., as compared with the mills at the head of the lakes, and if they make money in the future it will be only when every condition is exceptionally favorable.

Recurring to the Board of Trade Fire—one of the oldest and best known grain dealers, viewing the ruins and being in a reflective mood, remarked: "Less than a decade has passed since Duluth built that structure and we began to make ourselves felt in the world of

commerce as a primary market for grain. Today Duluth is known throughout the world as one of the greatest wheat markets on the globe, and when the British miller wants the best Spring wheat he can obtain, he sends here for it. Duluth wheat is synonymous for the best. During the last crop year about 40,000,000 bus. of wheat were marketed in Duluth, enough to make a solid train load over 350 miles long. In the preceding crop year, when the Northwest produced its greatest crop, over 51,000,000 bushels were poured into our elevators. The record stands unequalled in the world of commerce. No grain market of like age ever transacted such a volume of business.

Yet the grain trade of Duluth is just in its infancy, and in the new building, which we will erect to take the place of this one in ruins, our record will be a continuous commercial triumph. Such incidents as this are but inspirations and stepping stones to greater success.

In this spirit the work of preparing new and permanent quarters will be undertaken and the work will undoubtedly soon be accomplished.

No session of the Board was held Monday the 12th, owing to the Lincoln birthday anniversary, and the fire. Today, however, the Board is settled in its new temporary quarters and doing business as well as circumstances will admit of. The fire has already passed into history, and in the future lies the business of expanding the grain and flour trade at the head of the lakes. H. F. J.

DULUTH, Feb. 13.

SUPERIOR.

DURING the last week in January the mills here were silent; the first week in February 6,500 bbls were turned out and last week the same amount, the Daisy alone running. As to the future there are no promises for immediate operation, although the millers are by no means despondent. There is yet no demand for flour either from abroad or at home and until the great surplus that was turned out last fall is reduced considerably more than it is now, there will be but little flour produced at this point. And this probably means that the mills here will not resume until they begin to work on their spring stocks for early water transportation. No money is in sight under the present heavy tariffs by rail and there seems to be no disposition on the part of the railroads to make any reductions this winter. The mills are contenting themselves with waiting—and preparing to resume. All the mills are laying by full stocks of wheat and from all

the indications there will undoubtedly be a heavy out-put in the early spring or just as soon as business warrants a continuance of mill operations. But at present the prospect is anything but encouraging and it is generally believed that the output will be exceptionally light until the general business of the country receives an awakening. Indeed, the condition of wheat and flour business at the head of the lakes is at this time peculiar. While up to the close of navigation all the mills were running full head and making money none of them can run now for any length of time and make both ends meet. It is contended that wheat is higher here, transportation taken into account, than at any other point in the world. Wheat as shown by the *Leader* can not be shipped from here to Liverpool at the present rates except at a loss of 7 cents a bushel. There is here, as it is admitted, the best wheat in the world, but the inferior wheat of the Platte River Valley, Argentine Republic, is sold in Liverpool at a lower price and finds favor there simply and only because it is cheap. The Liverpool miller takes the stuff, grinds it, as it will sustain life, and the people demand it there, because times, as with us, are hard and the flour is sold at a low price. In an interview Mr. R. M. Todd, one of the best known millers in the city, said: We have had cable offers from Glasgow, which were very high, the highest they could offer in fact, but we could not accept them without sustaining a loss of 45 cents a barrel. It costs me about \$100 a day to shut down my mill, but I could not run at present prices except at a loss of all the way from \$250 to \$600 a day. Consequently so long as we cannot ship our flour and have inadequate storage facilities we must remain idle.

Notwithstanding the extreme low price of wheat there are indications that there will be a scarcity before the next crop is harvested and available. There are about 13,000,000 bushels in store in Minneapolis, 7,500,000 in Superior and 3,000,000 in Duluth, 10,000,000 in country elevators; and perhaps 8,000,000 in the hands of farmers not required for seed. These make a total of 41,500,000 bushels to be used for grinding and export between the present and October 1 when the new crop will be ready for use. But with the mills running at anything like their capacity they will consume between now and the first of October amounts as follows: Minneapolis 20,000,000 bushels, Duluth and Superior 10,000,000 bushels and the various country mills scattered about the Northwest, about 10,000,000 or practically all the

to make the following changes in the terms of the contracts for the shipments of grain: (1) To omit the words referring to the samples sold on "due allowance being made for smallness of same;" and (2) in the clause defining the quantity sold, after the words "5 per cent, more or less" to add the following: "any such excess or deficiency of delivery to be settled for at the value of the wheat on its arrival." Further, that three members of the Millers Association be represented on the Corn Trade Association. A committee, however, was eventually appointed to deal with the matter and report to the Council within four weeks. The Fertilizers and Food Stuffs Act, 1893, was then considered, at the meeting of the Council, and the result was that, as it affected a number of millers in the manner they sold their products to the farmers, it was eventually decided that, as the act came into force on the 1st of January last, a copy of the act should be at once sent to every member of the National Association of British and Irish Millers. The Council soon afterwards adjourned until next month.

Last month the National Association of British and Irish Millers had a great loss in the death of Mr. Joseph Westley, J.P., C.C., who was the President of the Association two years ago, and was one of those who founded the Association some 14 years ago. Mr. Joseph Westley was the senior member of the firm of Messrs. J. Westley & Sons, and a large farmer in Northamptonshire. The two roller mills worked by the firm are situated at Blisworth and Northampton. The late Mr. Joseph Westley attended all the Millers' Conventions and when President of the Association, the Convention was held at Northampton and proved one of the most successful meetings the British Millers ever had.

At the opening of the month of January we had one of the most severe weeks of frosts known, but since then the weather has been very mild, exactly what the sheep farmers required, with the shortstock of fodder, but anything but what was wanted by frequenters of our Corn Exchanges, for the consumption is now very low and prices have been drooping all through the month of January, and now accounts are coming in, from almost every wheat-growing country, to the effect that the aspect of the wheat crops are considered satisfactory. English wheat and foreign wheat, with the exception of the very finest parcels, must be quoted 6d. to 1s. cheaper on the week. Even the duty of 12s. 3d. per 480 lbs. put on imported wheat by the French Government, has had no effect on our markets. With parcels

of Australian wheat to London at 26s. 6d., and cargoes of La Plata at 23s. per 480 lbs., and the opinion common that 27s. per 480 lbs. would buy, for shipment large cargoes, of Californian, it is not surprising to hear complaints of no profits at all to be found in English farming. The average price of English wheat last week was 26s. 1d. per quarter, or a decline of 2d. on the previous weeks, and for barley it was 29s. 1d., while for oats it was returned at 18s. per quarter. At the Spalding Corn Market fine quality English wheat sold at 25s. per quarter, and medium at 24s., which low prices, the farmers, millers and merchants said, had never been known at that market in the present century. The effect of the continual fall in the value of breadstuffs in the farming, milling and baking industries, during the past two years, is apparent, when the number of receiving orders gazetted during the year 1893, in those trades, are examined and compared with the figures in 1892. The decline in values, in agricultural produce, necessarily makes the profits smaller in other trades closely allied to it, and where there is a lack of business in any one branch, it stands to reason that those who are unable to take advantage of every improvement in the way of knowledge and machinery must fail in their undertakings. The total number of farmers, against whom receiving orders were gazetted in England and Wales last year, was 283, as compared with 234 in 1892. In the milling industry 19 failed in 1893, against 27 in 1892, and the number of receiving orders gazetted against bakers was 123 in the year 1893 as compared with 119 in 1892. Of the three industries, farming, milling and baking, the manufacture of flour seems to have been, in 1893, the most profitable, and this, no doubt, is due to the fact that the large stocks of foreign flour, held in this country, and the amount of foreign wheat sent from all parts of the world, kept prices so low that American millers did not feel inclined to forward quite so much flour as they did in 1892. It must always be remembered that in this country a large stock of foreign flour depresses all the wheat sold in the United Kingdom below its real market equivalent in value, so that the millers in this country always can see a margin between the raw material and the manufactured flour. In 1893 there was a good supply on the markets of the United Kingdom of foreign wheat rich in "strong" gluten, so that the British millers were able to get a small profit, and still increase the amount of flour manufactured in British mills during the year. In fact in 1893 the British millers manufact-

ured 1,179,140 sacks of flour more than they did in the year 1892.

The amount of flour imported into the United Kingdom in the twelve months ending with the 31st of December last, with the quantity imported in the preceding year for comparison, according to official figures just issued from the different countries, is as follows:

	1893.	1892.
Germany.....	46,405...	65,234
France.....	20,912...	15,984
Austrian Territories.....	439,815...	380,908
United States.....	7,198,210...	7,769,950
British North America.....	432,294...	513,343
Other Countries.....	25,379...	30,278
Total.....	8,163,265	8,842,403

It should be remembered that the population of Great Britain and Ireland now is 38,500,000 and that the amount of flour required to feed this number of people is in this country about 35,500,000 sacks of flour. In the above table there is a considerable falling off in the amount of flour imported last year as compared with the previous year, still the quantity received is a great advance on the part of foreign countries, if compared with the amount sent in the year 1891.

DRESSER.

LONDON, Feb. 3, 1894.

THE UNIFORM BILL OF LADING CONDEMNED.

A PROMINENT ex-railroad manager, in commenting upon the proposed uniform freight classification and Bill of Lading, writes us as follows: "We have noted a gradual growth of humane sentiment in favor of giving railway managements a chance to live. Our personal instincts lie in that direction.

But, Official Classification No. 12, arises like a lion in the path, and seems to offer an insurmountable obstacle to further progress in the direction of conceding increased power to railway associations, and we think you will agree with us that congress will hardly feel justified in making such concessions, unless fully supported by such public sentiment as finds expression in the voice of the great commercial organizations of this country.

The contest between those organizations and certain officials of the Central Traffic and Trunk Line Associations, which grew out of their futile effort to introduce a uniform bill of lading, in 1890, is too fresh in the minds of all commercial leaders to permit Official Classification No. 12, to pass unchallenged or unmarked by the demonstration of commercial public indignation.

Please refer to this Classification, and note the changes and points wherein it differs from Classification No. 11, and its predecessors.

See at the head of 160 pages in bold type, the declaration that "Property shipped not subject to Uniform Bill of Lad-

ing Conditions, will be charged one class higher than as herein provided and cost of Marine Insurance. (See Rule No. 1.)"

See at the head of each column in 160 pages the information that the rates below are "subject to rules of Uniform Bill of Lading."

See Rule No. 1, in which the impression is artfully set forth that the rates in Classification No. 12, are "reduced rates" and in order to avail of the so-called reductions (?) it is necessary for shippers to abandon all their rights.

Then look through the pages for "daggers," which denote changes, and observe that the majority of changes are increases, not reductions in rates.

Then refer to page 10 (or 7 in the larger editions) where the text of the Uniform Bill of Lading appears in extenso and analyze the drastic terms in which it seeks to take from every shipper all the rights which he may possess in any property entrusted to railways for transportation.

This publication signalizes an effort by emphatic and conspicuous declaration in connection with the only printed rates offered the public, which practically places all shippers in position of consenting to restrictions of their rights, which, if literally construed, strip the carrier of his responsibility, leaving it to his option to transport and deliver the property to destination, or not, as caprice may dictate.

It is not at all probable that any court will support these extraordinary conditions in case of negligence; hence it is not quite clear what the official committee expects to make by its motion.

Nevertheless, so elaborate an effort to re-instate conditions which were rejected by all commercial organizations throughout the country, when first suggested, must have been inspired by some definite expectation.

It is not to be supposed that this radical change in the method of publishing rates was accidental or whimsical.

Is it not certain that the publication of these new conditions, in connection with the Classification, will be construed by the commercial organizations of the country as affording cogent reasons why public support shall be withheld from that portion of the Patterson Bill, now before Congress, which applies to the legalization of pooling?

If associations now organized are strong enough to ignore the rights and wishes of the public, and to enforce exemption from the responsibility of carriers, is it not an inopportune time to augment their strength by permitting them to divide their earnings, thereby obliterating competition?

Will not the interests of the public be better served, should congress strengthen the officers of the law in enforcing its existing principles, rather than by repeal, to deprive it of the only feature to which carriers at present yield unhesitating obedience?

Does not this last demonstration of the Official Classification Committee directly challenge commercial organizations, without whose support they can scarcely expect to secure favorable consideration of their application for relief from the alleged stringencies of the Interstate Law?

WHEAT CROP REPORT.

Condition and Outlook on February 1 from Full Special Returns.

The Price Current submits the following detailed statement of the wheat crop situation on February 1, covering most of the area of winter grain east of the Rocky Mountains.

Up to the closing days of January, the weather conditions in the principal wheat growing districts were peculiar. There had been but little snow and practically no trying temperatures. The fields were bare, giving unusual opportunity for correct judgment of the condition of the plant. Taking advantage of this unusual condition a thorough investigation has been made, covering almost every county in the winter wheat States, and the result is a midwinter report upon the condition of growing crop.

Fall seeding was prosecuted under fairly favorable conditions, though delayed, and germination hindered in local districts by drought. The least complaint comes from the Ohio valley, where generally good growth was made during the fall, and where December and January were favorable to continued development. West of the Missouri river, the conditions surrounding seeding were not so favorable, the long drought of the summer of 1893 having made plowing difficult, and left the seed bed rough and cloddy. The same unfavorable seed time, from similar causes, was noted in portions of Missouri, and to a less extent in Illinois. In all districts, however, the proposed area was sown, though late, and moisture enough was present to secure germination and some growth.

The winter, so far as regards temperature, till the closing days of January was remarkably favorable in almost every district. The only cold weather was early in December and was accompanied by timely snow fall, that gave sufficient protection. The growth of the plant was not checked, and, except in limited districts where there was continued lack of moisture, the plant continued green and thriving. It is the almost universal testimony of local reporters, that the plant has made remarkable progress, and, except where too dry, has largely recovered from the effect of the comparatively late start.

Tennessee.—The returns from all parts of the State indicate a prospect decidedly above the average at this date. No protection has been needed, the plant has made steady growth, is well rooted, and capable of standing an unusual amount of bad weather in the later season.

Kentucky.—The plant started late, but growth has not been checked, and is now green and rank. No protection has been required, and the present vigorous condition will

enable the crop to withstand more than ordinary vicissitudes of the season.

Ohio.—The fields in this State were protected by snow in December when needed, and are now generally well covered. A few counties note an exception to this rule, but they are scattered, and the damage that has occurred is the result of local conditions. The plant is small but of good color, and growth still continues.

Indiana.—Local returns from this State indicate a prospect decidedly better than usual. "Never better" is a frequent comment. No damage from either lack of moisture or freezing weather is apparent, and with a continuation of the favorable season the yield should be little short of the full capacity of the soil. Snow preceded the recent cold weather, giving ample protection during the trying season.

Illinois.—In some counties drought interfered with the preparation of the seed bed, and in still more it checked fall growth. The plant is small but growing and of good color, though there is some apprehension of damage, at the present time, because of insufficient covering. As the plant is well rooted and vigorous, there is little danger of serious damage from any condition yet encountered.

Missouri.—The general condition of the crop in this State, while decidedly better than last year, is somewhat impaired by the effect of fall drought, which continued up to a recent date. The plant is small, but the mild winter has prevented any permanent injury, and in most sections of the State there is sufficient moisture at present. The snow fall has not been heavy, and drifted badly, affording little protection from freezing weather, but the soil was dry, and this condition has saved the plant from serious or permanent damage. On the whole the prospect is better than usual, but the plant is now in a critical stage of growth, and the weather conditions of the present month will largely determine the final result.

Kansas.—Conditions in this State are very similar to those of Missouri. There has been practically no damage from freezing, although there has been but little snow protection. Complaints of small growth and some damage, the result of drought, are rather frequent, but are mainly from the central and western portions of the State, where such conditions are usual, and where but a comparatively small portion of the crop is raised. Indications point to a much larger acreage in the state than is generally estimated.

In Michigan, southern Iowa, Wisconsin and Nebraska the plant has been generally well protected through all trying weather, and it is the general testimony of correspondents, that it entered winter quarters in better condition than usual.

It is difficult, at this season of the year, to reduce condition to figures, there being no general basis of past returns to use in comparison. Correspondents however have frequently expressed their opinion in figures on the basis of 100 for perfection, and a tabulation of these voluntary estimates shows a higher average condition than the Government reported in December. The figures by States, in those districts where absence of snow gave opportunities for reliable judgment, are as follows:

	Present condition.	Gov't Dec.
Tennessee.....	97	95
Kentucky.....	97	97
Ohio.....	95	95
Indiana.....	94	90
Illinois.....	90	88
Missouri.....	88	88
Kansas.....	84	80

A TEST CASE.

The Side Track Law of 1893 is Placed Upon Its Trial.

The owners of a mill and elevator at Gibbon, Minn., have petitioned the State Railroad and Warehouse Commission to compel the St. Louis Road to place sidetracks there. It is the first application made under the law passed by the last legislature, compelling railroad companies to put in side tracks to elevators and mills at points along their right of way. The Commission says the petition will be granted if the matter of compensation, not clearly defined by the law, is settled satisfactorily. The outcome of this test case will be watched with interest by railroads and elevator men.—*Pioneer Press.*

RECENT PATENTS.

The following list of patents for Milling and Grain-handling Appliances, granted during January, '94, is especially reported for the UNITED STATES MILLER by H. G. Underwood, Patent Attorney, 107 Wisconsin st., Milwaukee, Wis., who will send a copy of any patent named to any address for 25 cents.

- No. 512,247 Dust Collector, J. J. Gerard, Minneapolis, Minn.
- No. 511,815—Flour Bolt, J. R. Staudt, Indianapolis, Ind.
- No. 512,065—Middlings Purifier, D. E. Burner, Columbus, O.
- No. 511,847—Sieve Scalper, G. L. Jarret, Des Moines, Ia.
- No. 512,354—Apparatus for mixing flour of different grades, J. D. Bangert, Baltimore, Md.
- No. 512,394 Grain Spout Swivel Support, D. A. Robinson, Minneapolis, Minn.
- No. 513,434—Dust Collector, J. K. Miller, Minneapolis, Minn.
- No. 513,434—Dust Collector, H. L. Day, Minneapolis, Minn.
- No. 513,205—Grain Dump, J. S. Seeley and C. R. De La Matry, Freemont, Neb.
- No. 513,280—Hopper for Flour Separators, J. M. Rishworth and S. Ingham and J. Vickers, Leeds, England.
- No. 513,700—Grain Bagger, G. Anderson, Minneapolis, Minn.
- No. 513,699—Grain Binder, G. Anderson, Minneapolis, Minn.
- No. 513,697—Automatic Grain Meter, G. Anderson, Minneapolis, Minn.
- No. 513,788—Purifier and Dust Collector, N. W. Holt, Manchester, Mich.
- No. 513,659—Grain Weigher, H. A. Stock, Millersburg, Pa.

TRADE MARKS.

- No. 23,975—Minneapolis Trust Company, Minneapolis, Minn. Wheat flour. The words "Cap Stone" used since April 28, 1875.
- No. 24,000—J. C. Daniels & Co., Middletown, Ind. Wheat flour. The word "Goodhue" used since Sept. 1, 1879.
- No. 24,001 The La Grange Mills, Red Wing, Minn. Wheat flour. The words "Star" and "The La Grange Mills" used since January, 1878.
- No. 24,003—The La Grange Mills, Red Wing, Minn. Wheat flour. The words "Corner Stone" used since July, 1874.
- No. 24,004—The La Grange Mills, Red Wing, Minn. Wheat flour. The words "Old Glory" used since July, 1874.
- No. 24,061—E. Elsworth & Co., New York, and Buffalo, N. Y. Flour, meal and crushed cereals. The word "Clover" used since Nov. 1, 1890.
- No. 24,062—E. Elsworth & Co., New York, and Buffalo, N. Y. Flour, meal and crushed cereals. The words "Sweet Clover."

- No. 24,063—J. M. Maus, Mausedale, Pa., Wheat-Flour. The word "Eclipse" used since Oct. 14, 1893.
- No. 24,064—N. W. Consolidated Milling Co., Minneapolis, Minn. Wheat-Flour. The words "Gold-Medal" and "Galaxy Mills" used since Jan. 1, 1874.
- No. 24,065—N. W. Consolidated Milling Co., Minneapolis, Minn. Wheat-flour. The word "Galaxy" used since Jan. 1, 1874.
- No. 24,081—S. R. Pettijohn, Minneapolis, Minn. Rolled wheat. The representation of a flying angel carrying a box and the words "Pettijohn's Breakfast Flakes" used since May 19, 1892.
- No. 24,082—Duryea Watts & Co., L'd. New York. Wheat flour. A monogram of the letters D, M, C and O, used since April 15, 1893.
- No. 24,086—G. C. Mason & Co., Paterson, N. J. Flour and other ground cereals. The words "Silk City" used since Sept. 1, 1893.
- No. 24,129—The Empire Mill Co., St. Louis, Mo. Wheat flour. The words "Flour De L'Ouest" used since 1872.
- No. 24,130—Buffalo Milling Co., limited, Lewisburg, Pa. Wheat flour. The word "Dagmar" used since July, 1893.

FLOUR IN SIAM.

A Press dispatch dated at Washington, D. C., Feb. 9, says: Consul Robert M. Boyd, of Bangkok, in a recent report on American-Siamese trade, speaks as follows about flour: The customs return for 1892 shows that 36,514 bags of flour, valued at \$36,782.20, were imported from Hong Kong, which practically means United States, for all flour coming from Hong Kong is American. Of Australian and Indian flour 6,544 bags, valued at \$6,852.95, came via Singapore. It will thus be seen that our flour takes the lead.

The Siamese, of course, use very little flour, as they live almost entirely upon rice and fish; hence such importations are mostly consumed by foreigners.

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There was never a time in the history of our country when the demand for inventions and improvements in the arts and sciences generally was so great as now. The conveniences of man-kind in the factory and workshop, the household, on the farm, and in official life, require continual accessions to the apparatuses and implements of each in order to save labor, time and expense. The political change in the administration of government does not affect the progress of the American inventor, who being on the alert, and ready to perceive the existing deficiencies, does not permit the affairs of the government to deter him from quickly conceiving the remedy to overcome existing discrepancies. Too great care can not be exercised in choosing a competent and skillful attorney to prepare and prosecute an application for patent. Valuable interests have been lost and destroyed in innumerable instances by the employment of incompetent counsel, and especially is this advice applicable to those who adopt the "No patent, no pay" system. Inventors who entrust their business to this class of attorneys do so at imminent risk, as the breadth and strength of the patent is never considered in view of a quick endeavor to get an allowance and obtain the fee then due. THE PRESS CLAIMS COMPANY, John Wedderburn, General Manager, 418 F Street, N. W., Washington, D. C., representing a large number of important daily and weekly papers, as well as general periodicals of the country, was instituted to protect its patrons from the unsafe methods heretofore employed in this line of business. The said Company is prepared to take charge of all patent business entrusted to it for reasonable fees, and prepares and prosecutes applications generally, including mechanical inventions, design patents, trade marks, labels, copyrights, interferences, infringements, validity reports, and gives special attention to rejected cases. It is also prepared to enter into competition with any firm in securing foreign patents.

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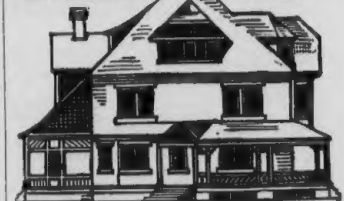
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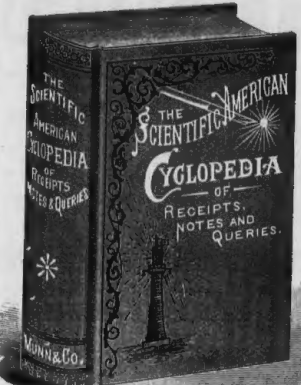
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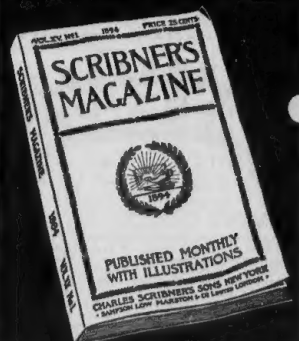
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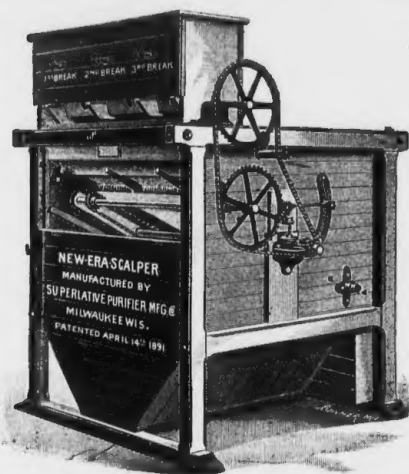
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